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FIRST FOR CAR NEWS AND REVIEWS

TEST OF THE YEAR

NEW AUDI R8 VS RIVALS

Audi's world-class supercar takes on McLaren, Porsche, Aston... and Storm Barney!



LA SHOW STARS



New Fiat 124 Spider

First pics, full details
of Italy's £20k MX-5

- Faster Porsche Cayman GT4
- New rear-drive Lambo Huracán

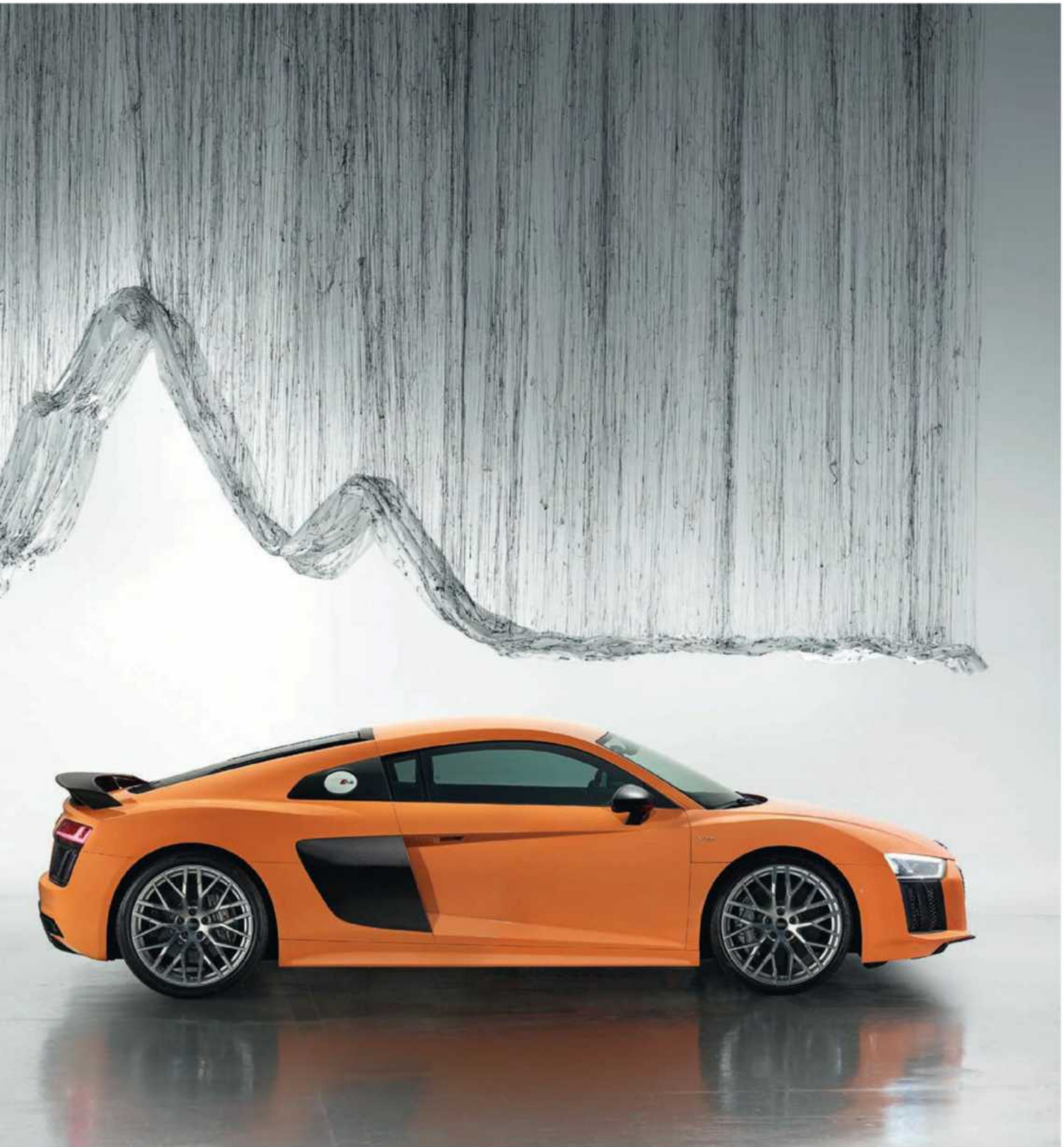
BENTLEY'S ELECTRIC GT



Plus, a **baby SUV** is coming too







35 AWARDS

NEED WE SAY MORE?



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There's probably no need for us to waffle on about all the wonderful award-winning features, so here's a little wordsearch...

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AIRBUMPS
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ENGINE
PANORAMIC
ROOF
THERMODYNAMIC
TOUCHSCREEN

A	F	R	P	A	N	O	R	A	M	I	C	Q
F	G	H	E	R	E	F	T	G	Y	J	I	L
L	A	W	S	D	E	N	E	A	L	C	X	N
I	M	F	A	I	R	B	U	M	P	S	L	L
O	S	X	G	T	C	H	U	M	K	O	E	B
J	I	S	E	A	S	F	Y	Q	A	D	F	B
R	T	Y	R	I	H	K	A	R	O	O	F	S
I	E	L	D	Q	C	V	C	T	Q	G	I	H
X	U	P	T	Z	U	I	R	L	D	Y	C	I
T	H	E	R	M	O	D	Y	N	A	M	I	C
F	E	K	M	V	T	A	H	I	L	A	E	E
G	R	L	I	I	C	I	E	N	G	I	N	E
A	D	G	X	X	L	Q	U	O	S	N	T	C

CRÉATIVE TECHNOLOGIE

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CITROËN prefers TOTAL. Model shown: C4 Cactus PureTech 82 manual Flair. OTR price £16,490 (incl. Polar White paint and Chocolate Airbump® at extra cost of £250 and £150 respectively).

Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO₂ Emissions (g/km) (Range). Highest: Citroën C4 Cactus PureTech 110 S&S manual: Urban 5.8/48.7, Extra Urban 4.0/70.6, Combined 4.7/60.1, 107 CO₂. Lowest: Citroën C4 Cactus BlueHDi 100 S&S manual with 15 inch wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

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COVER
STORY

New Fiat 124 Spider:
official pictures and full
details on Fiat's version
of the Mazda MX-5



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Audi R8 V10 Plus vs 911 Turbo S and more



'The Porsche Macan GTS is superb fun to drive across meandering back roads'

Rory White, p24



'WE HAVE HIGH EXPECTATIONS'



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OUR CARS



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We ride in the Outlander PHEV cross-country rally car

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The R8 and its rivals had to contend with storm-force gales



Sow the wind and reap the whirlwind

I MUST ADMIT I'm not sold on the Met Office's recent decision to give names to the storms that traditionally batter our fair isle each winter.

I'm concerned that there isn't sufficient stock of stout, thunderous names to bestow upon our inclement weather patterns. Abigail and Barney both sound desperately nice.

More fool me, because Barney blew down my garden fence and gave our test team plenty to contend with when they set off to compare the new Audi R8 against rivals from McLaren, Porsche and Aston Martin (see p34).

Another controversial naming decision was Fiat's revival of the 124 Spider nameplate for its MX-5-related roadster. Unveiled at the Los Angeles motor show last week, the new two-seater has already caused a storm of its own with its distinctive but divisive styling.

Is the use of the 124 Spider name an affront to the purity of the 1960s original or a mark of the confidence with which Fiat is facing its future? Read the story on p8 and email us your views at autocar@haymarket.com.



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Established 1895

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THIS WEEK'S TOP FIVE

GALLERY

Fiat 124 Spider

See our exclusive pictures of Fiat's LA show star



REVIEW

Bentley GT Speed

Is the 206mph super-coupé usable in the UK?



REVIEW

Audi A4

New four-door driven in top-spec 3.0 TDI form



OPINION

Mark Tisshaw

VW should have delayed the Beetle Dune



OPINION

John McIlroy

Why the Huracán needs a manual 'box option



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THIS WEEK

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Abarth to pump up 124

■ Fiat hints at hot Abarth version of new 124 Spider ■ More than 170bhp and stiffer set-up ■

Fiat is already lining up higher-performance versions of its new 124 Spider, which is due on sale in Europe in the second half of next year after stealing most of the headlines at last week's Los Angeles motor show.

The new rear-wheel-drive, two-seat roadster returns the 124 Spider name to showrooms almost 50 years after the original model was introduced. The new edition is the result of a joint project between Fiat and Mazda and shares the same platform as the latest generation of the Mazda MX-5.

However, Fiat's offering does not use the Japanese car's normally aspirated engines. The sole engine at launch in

the UK will be a 138bhp version of Fiat's turbocharged 1.4-litre Multiair II unit, offering 177lb ft – although the American version of the car, due in dealers earlier, will get a 158bhp version of the same unit.

As with the Mazda, the standard gearbox will be a six-speed manual unit. But because the MX-5's well-received transmission is not rated for the extra torque of turbocharged engines, Fiat has adapted an 'off-the-shelf' set-up instead. US cars will also be offered with an Aisin six-speed automatic, but it's unclear if this will come to Europe.

Sources suggest the European-spec 124 Spider's 0-62mph time could well match

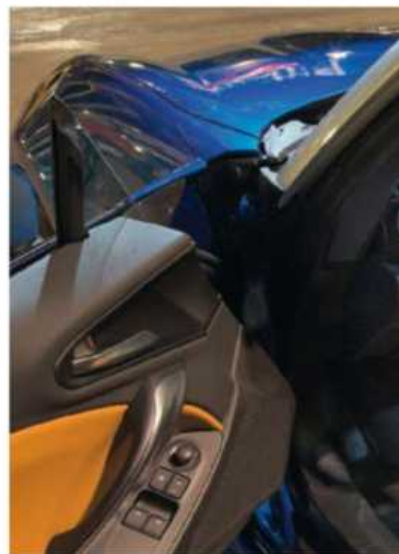
that of the more powerful 2.0-litre MX-5 (7.3sec), because the Fiat trumps that car's torque but is said to match the kerb weight of the lighter 1.5-litre Mazda, at 1050kg. Average fuel economy of the European-spec car is said to be 48.7mpg, with CO₂ emissions of 135g/km.

Fiat sources were also openly discussing higher-performance variants of the car in Los Angeles. The company's brand boss, Olivier François, told reporters: "We know there's an appetite for more heavily tuned editions. About one in five 500s sold here [in the US] is an Abarth version, so we know the customer base is there. So we

might well look at doing a tuned version of the 124. And it might have an Abarth badge."

The hotter 124 is likely to get more aggressive front and rear bumpers, stiffer suspension, 18in wheels instead of the standard car's 16in or 17in items and the MX-5's limited-slip differential. It will use a more heavily tuned version of the Multiair engine, with at least 170bhp.

The reborn 124 Spider is slightly longer than the MX-5, due to small increases in the front and rear overhangs. The wheelbase remains the same as the Mazda's. All of the main body panels have been changed, but the header rail, manually operated fabric →



Fiat 124 Spider is likely to be pricier than its MX-5 twin



Spider

Regular 138bhp UK car due next year



Architecture and infotainment set-up show clear MX-5 link

Q&A FELIX KILBERTUS, CHIEF DESIGNER, FIAT 124 SPIDER

What was your main challenge with this car?

"It was a combination of things. Of course, we wanted to create a modern sports car that fits with lifestyles and the existing Fiat brand values. Then we had the original 124 in the background, too. Successfully mixing those influences was the toughest part."

It was a joint project with Mazda, too. Didn't that make it harder?

"That wasn't such a big influence in the design. We were given our dimensions to work from, the same parameters that you are given with any project, and then we just got on with it. We didn't see the Mazda until it was unveiled. The designers there didn't see our car until now."

Is there a danger that bringing back a famous badge means you just end up with a pastiche?

"Absolutely. We had to work really hard to

make sure we didn't end up with a simple retro car. It's about understanding the spirit of the original, taking that away and using it as nothing more than a base."



How closely did you reference those early cars? Did you have one in the studio?

"Occasionally, but not all the time. One of the guys on the team had a nicely restored one in yellow, and we had that in with us quite often."

The 124 looks a bit less sporty than the MX-5. Is that intentional?

"Fiat has always had twin souls: functional and aspirational. So if you take the aspirational aspect of the 124, it translates into 'bella vita', or good life. It's that Italian concept of being at ease with who you are – and you never want to look like you're trying too hard. That is reflected in purity of shape and simplicity. The original 124 is a classic sports car, but it's friendly. We wanted to have that with the new one. This is also the regular car here, which sits on 16in or 17in wheels. We know that 18in wheels could work, so let's see what happens. This is a starting point, I think."



Header rail, roof and rollover protection are the same as the MX-5's



← roof and the rollover protection are carried over from the MX-5. The Fiat gets thicker front and rear glass, though, in a bid to improve interior refinement.

The cabin is clearly derived from the MX-5's. It has a similar architecture that even incorporates a reskinned version of Mazda's 7.0in touchscreen infotainment system on higher-end editions.

Fiat engineers claim they've used higher-quality materials in many 'touch areas' of the cabin, though.

The 124 has its own settings for springs, dampers and anti-roll bars, as well as recalibrated steering. Chief engineer Enrico Genchi suggested the car could be a little softer than the MX-5. "This is a global car," he said. "We are targeting Europe, the

US and Asia, so we have to balance the characteristics of the car very carefully. We are sure that with the current set-up, we have a good balance for people who are using the 124 every day, and in traffic, but who also want to feel the limit if they go to a test track."

However, he also suggested a more extreme version is in the works. "In the future, it could be possible to have some evolution away from this balance, if there is demand from consumers," he said.

Fiat has tried to mix elements of the original 124 Spider's styling into the new car's looks, without it becoming overtly retro, and retain the concept

of 'not trying too hard to impress'. The end result is a car that looks a little more sophisticated but less sporty than the needle-nosed MX-5. There's a bluffer front end, incorporating a hexagonal grille that references the original car and three-piece LED headlights designed to echo the original car's round headlights. The bonnet has a pair of 'power domes' – again, a nod to the larger-engined versions of the original car.

The flanks have one of the biggest shifts away from the MX-5. Instead of that car's crease, which falls away towards the back wheels, there's a pronounced kick up over each rear wheelarch.

The rear gets rectangular tail-lights, which incorporate body-coloured panels in their centre – another recent Fiat styling trend – and in a further retro touch, the Fiat badge is mounted on the top of the boot instead of hanging from its vertical edge.

Fiat has given no indication on pricing – even the regular car is still almost a year away from reaching UK showrooms – but expect the 124 Spider to be pitched above the MX-5, with entry-level editions costing more than the 1.5 Mazda, at around £20,500.

JOHN McILROY

The car's chief engineer has suggested the 124 could be a little softer than the MX-5

» More star cars and news from the LA show p15



HILTON HOLLOWAY

Will this car help Fiat to crack the US market?

FIAT'S ORIGINAL 124 SPIDER was a quietly remarkable product. Elegantly styled by Pininfarina, it was on sale for 19 years with hardly any changes to the looks and only modest updates to the running gear.

Although sales were never rip-roaring – it averaged around 20,000 units per year over its life – it did much for the Fiat brand, especially in the US. Upwards of three-quarters of production was sold in the US.

Indeed, while a recession and fuel crisis killed the car in Europe in 1975, the 124 was re-engineered to meet the pollution and safety regulations demanded for 1975-model-year cars in California and the wider US.

So robust was 124 demand that when the

Fiat nameplate was withdrawn from the US in 1982, sales continued for another two years under the Pininfarina badge.

The 124 Spider also produced a true icon in the form of the Fiat Abarth 124 Rally, which enjoyed modest success in European competition before it was usurped by the 131.

It's no surprise, then, that Fiat wants to revive the roadster now it is again engaged in the super-competitive US market.

The latest sales figures show that the Fiat 500, 500L and recently introduced 500X look like they will add up to a modest 48,000 units across 2015. So the new 124 will help Fiat's image of being cool and funky and the roadster format is more in tune with US tastes than the tiny 500. (The larger 500X crossover became Fiat's best-selling model as soon as it was launched in the US.)

The 124 will not substantially change Fiat's fortunes in the US, and it is a gamble in the sense of being so obviously derived from the new Mazda MX-5. The original 124 Spider is one of Fiat's solid-gold heritage models, but Fiat could be running a risk by selling a new model that is not as authentically Fiat as the current 500 family.



A 30-second guide to the original 124 Spider



1966
The 124 Spider makes its debut at the Turin motor show. Designed by Pininfarina's Tom Tjaarda, who worked on the Ferrari 275, it enters production with an 89bhp 1.4-litre twin-cam.



1970
The first major upgrade to the Spider brings a 1.6-litre engine, producing a heady 109bhp.

1975
Fiat tweaks the Spider to comply with US crash regulations but decides that it's not worth making it compatible with European rules, so a decade after launch, the car becomes a US-only model.



1973
An Abarth-tuned, 1.8-litre motorsport version wins the Polish and Acropolis rallies. The car never quite fulfils its potential, though – and within three years it's dropped in favour of the 131 Abarth.



1979
Its transformation into a US model is complete: Fiat does a deal with GM to offer the firm's three-speed automatic. It also increases the engine size to 2.0 litres and changes the name to Spider 2000.

1981
A turbocharged Spider is sold after a joint project between Fiat USA and Legend Industries. It has 120bhp and a 0-60mph time of less than 9.0sec, but many owners revert their cars to the normally aspirated spec after Fiat's US dealer network is wound down in 1982.

1982
As part of its withdrawal from the US market, Fiat drops the Spider and hands production over to Pininfarina. Pininfarina brings the car back to Europe, as well as continuing to sell it in the US as the Spider Azzura.



1984/1985
The most powerful edition yet of the Spider Azzura is launched, with a supercharged 133bhp version of the 2.0-litre engine.

Electric Speed 6
promises "stunning
performance"



New Bentleys to double

Bentley plots a smaller SUV and a potent all-wheel-drive electric version of the Speed 6 sports car

Bentley has confirmed it is working on two new post-Bentayga models in a relentless drive that will more than double its already booming sales to around 25,000 cars a year.

The models include a more compact SUV, priced at around £120,000, and several production versions of its recently shown EXP 10 Speed 6 'Aston Martin chaser' concept – now tipped to include a 200mph, four-wheel-drive electric model.

The developments were revealed by Bentley's chairman and CEO, Wolfgang Dürheimer, at the launch of the Bentayga SUV, production of which will begin at Crewe shortly for deliveries early next year.

The two new cars will bring unprecedented expansion to Crewe. Dürheimer has already created 1000 new jobs inside

Bentley and with surrounding suppliers, has embarked on a three-year, £840 million spending programme and yesterday claimed the famous Pym's Lane works as the first outpost of the government's much-vaunted 'northern powerhouse'.

Bentley's new small SUV, sized between Porsche's Cayenne and Macan SUV models, will be the first of the new models to appear. In showrooms in about three years' time, it will use a high proportion of Bentayga chassis and running gear. This means a high-performance model could conceivably be powered by the Bentayga's new 6.0-litre, 600bhp W12 engine, as well as the V8, diesel and hybrid powertrains that Bentley also has up its sleeve.

"It'll be a matter of plug and play," said Dürheimer.

The model, for which a name has not yet been found, will introduce an even more modern styling direction for Bentley while keeping an easy-to-see relationship with the existing cars. It has yet to receive the go-ahead from the top management of Bentley owner Volkswagen, although engineering director Rolf Frech said the project has already reached the design and initial engineering stage.

Dürheimer is confident his bosses, who are already impressed with the money-generating power of the Bentayga, will see the logic of a smaller, slightly cheaper and very fast SUV built using a high proportion of Bentayga parts.

Bentley believes the compact SUV will attract a type of younger buyer it has never seen before. It will take precedence over the new



Dürheimer is aiming to boost sales to 25,000 cars a year

sports car, which had been thought to be the next in line.

The 'baby' Bentley SUV is likely to be shown, in concept form at least, in late 2017 and should send Bentley's total annual volume beyond 18,000 units when it hits the market about a year later.

The EXP 10 Speed 6 concept, also awaiting a final go-ahead,

received such wholehearted approval from potential customers when first shown at the Geneva show in March that Dürheimer expects production versions to resemble the concept closely in styling and major dimensions. No arrival date has been given, but the model won't be launched until the small SUV has been

AUTOCAR
IMAGE

Bentayga booms even before launch



VOLUME PREDICTIONS for Bentley's upcoming Bentayga flagship SUV have already been revised upwards, from 3600 units a year to 5500, as a result of forward orders, says CEO Wolfgang Dürheimer.

"We are very pleased with the reception the model has had," said Dürheimer, "especially since our estimates are based only on W12 sales and we have the V8, diesel and V6 hybrid models to launch. It is easy to imagine the Bentayga accounting for 50% of all Bentley sales in a relatively short time."

During 2015, China has slipped from its position as Bentley's biggest market, the CEO says, leaving the US market once again as Bentley's strongest. Europe is the second biggest, buoyed by especially strong demand from the UK, and China is third.

However, Dürheimer believes flagging Chinese demand is already showing signs of turning and the Bentayga will be further boosted by growing demand from places such as Russia, Africa and the Middle East, where its all-roads ability will be especially valued.

sales

completed, so a debut in around 2020 is probable.

The most common version is likely to be powered by Bentley's Audi-related petrol V8, but a newly announced headline-grabber is a twin-motor, four-wheel-drive, all-electric model with 400bhp to 500bhp on tap and its electric motors driving through a three-stepped automatic gearbox to give a top speed of around 200mph, huge acceleration and a range of about 300 miles.

Engineers hope new battery developments will allow the car's weight to be kept to 2000kg, not so much more than a conventionally powered Aston Martin. "We believe battery technology is reaching a point where such vehicles are making sense," said Dürheimer. "And the performance will be stunning."

STEVE CROPLEY



STEVE CROPLEY

Will this be a good move for Bentley?

IN A CAR MARKET with so many saturated mass sales sectors, but with the premium market booming, it's no wonder Bentley wants to take advantage of an opportunity to build and sell more of its expensive cars, especially sports utility vehicles.

The case for a smaller SUV is compelling. It will use enough Bentayga running gear to increase vastly the

economies of scale. The market for such vehicles is booming all over the world. Bentley is still busily increasing its global dealer spread, and SUVs will have appeal, especially in Russia and Africa, to new buyers. Besides, Bentley chief Wolfgang Dürheimer believes the company lacks the visibility it needs in some markets. There's such a thing as too much exclusivity.

The case for the Aston-chasing GT, one offshoot of which will be all-electric, is less certain. The market for such vehicles isn't growing nearly as fast. Sometimes not at all. That's why Aston is branching into other types of car. Still, after the success of two big-selling SUVs, Bentley will have plenty of cash and Dürheimer's stock will be high indeed. Don't bet against him pulling it off.

EXP 10 Speed 6 concept points to new GT



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➤ Ford Dynamic LED Headlights



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Official fuel consumption figures in mpg (l/100km) for Ford Mondeo range: urban 27.2-100.9 (10.4-2.8), extra urban 47.9-85.6 (5.9-3.3), combined 37.2-78.5 (7.6-3.6). Official CO₂ emissions 176-94g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

ford.co.uk/mondeo



Go Further

LP580-2 is the first rear-drive Huracán to be launched

More RWD Huracáns to come

Lamborghini confirms plans to expand Huracán line-up with more rear-drive and hardcore models

Lamborghini will add more rear-wheel-drive editions of the Huracán in addition to the newly launched LP580-2 model, and further extreme versions of the car – but the company's boss has ruled out a variant fitted with a manual gearbox.

The LP580-2, which is making its world debut at the Los Angeles motor show, is the third edition of the Huracán after the four-wheel-drive coupé and Spyder models. Lamborghini president Stephan Winkelmann has revealed the firm has a much

more extensive set of plans for the car than it had for its predecessor, the Gallardo.

"With the Gallardo, a lot of those things were not in place," said Winkelmann. "With the Huracán, we are in a much better position, because we factored in the whole story when we were doing the initial planning. So, yes, there will be much more to come – and that does include more rear-wheel-drive versions."

Lamborghini believes the LP580-2 will allow it to compete in the 'up to \$200,000' supercar class,

which accounts for almost 70% of the top-end sports car market. However, unlike the rear-drive Gallardo, which was offered in an even cheaper form with a manual gearbox, the Huracán will stick with a dual-clutch automatic 'box across the line-up.

"There are technical reasons why we cannot do a manual," said Winkelmann, "but there is also no feedback from customers really wanting this, either."

"With four-wheel drive and rear-wheel drive, our research says that in this area of the

market there will be 55% rear-drive sales between 2015 and 2020. So there are clearly some buyers – younger customers, I think, but also more experienced enthusiast drivers – who want rear drive.

"We don't have the same impression with the manual gearbox compared with the dual-clutch. I can say now: there will not be a manual Huracán."

Winkelmann suggested the Huracán range would expand upwards from the LP580-2 instead. "We have no plans to go below this price – the

\$200,000 mark [roughly £130k]," he said. "But expansion at the top end of the Huracán range? It's possible, for sure."

That's likely to be a reference to a potential SV version of the car. The case for such a vehicle – which would potentially pair the four-wheel-drive car's more potent version of the 5.2-litre V10 with a rear-drive layout – has been made stronger by the sales success of the Aventador SV. The hardcore versions of that car, in fixed-head and open-top forms, are now completely sold out.

JOHN McILROY

CX-9 SUV previews fresh look for new Mazdas



THE ALL-NEW seven-seat Mazda CX-9 SUV has been revealed in L.A., showing the next evolution of the firm's Kodo design language.

Mazda says the CX-9 "moves toward a more premium design execution that befits a three-row mid-size crossover SUV" and previews how the design will evolve. Examples include the 3D effect of the grille and the way it runs backwards into the bonnet and shoulder lines.

The design director of Mazda North America, Julien Montousse, said: "It's a seven-seat passenger vehicle that looks sexy without being over the top. Most cars like this are practical boxes. We wanted to offer more than a practical SUV."

The CX-9 will be sold in North America, Australia, New Zealand, Russia and the Middle East. There are currently no plans to sell the car in Europe, but Montousse

said he thought it would be well received.

"It has sophistication," he added. "People want to own it. I think it would do well in Europe."

Power comes from a new 250bhp 2.5-litre Skyactiv-G petrol engine mated to a six-speed automatic gearbox. The CX-9 will be available with the option of four-wheel drive and will feature Mazda's i-Activesense suite of safety technologies.

RANGE ROVER EVOQUE CABRIO

The Range Rover Evoque Convertible is "comparable to drive" to the hard-top version, despite its extra weight, according to design chief Gerry McGovern. The car weighs 1967kg, over 250kg more than the Evoque coupé.



CADILLAC XT5

Cadillac's XT5, a rival for the BMW X3, replaces the SRX and sits on an entirely new platform. It will be powered by the 310bhp 3.6-litre V6 petrol engine from the ATS, CTS and CT6. Currently on sale in the US only, it could come to the UK.





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Steering wheel retracts in Create or Relax modes

Volvo rethinks cabin tech

Interior concept previews autonomous tech for future luxury models

The Volvo Concept 26 is an interior design study that gives a glimpse of how the interior of one of the Swedish brand's future luxury models could look.

The LA motor show concept's name is designed to reflect the average daily commute to work, which lasts for 26 minutes.

The firm says it has set out to "bring choice and freedom back to the driver – to enjoy the driving experience when they want to, or to delegate driving to the car when they want to do something else".

The core of Concept 26 is a seat design with patented mechanisms that, according to the manufacturer,

hold the occupant in place while the car switches between its Drive, Create or Relax modes. In Drive, the layout is conventional, but in the other two modes the steering wheel retracts into the dashboard and a large screen emerges to be used for infotainment or work.

Tisha Johnson, chief designer for Volvo interiors, said: "We researched what people would want to do in a car and reconfigured the interior to allow you to do different things behind the wheel."

To engage autonomous mode, you hold the steering wheel paddles, then a countdown begins for you to retake the controls at the end of

the journey, allowing you to plan your time on the trip. There are configurations for the seat, tablet and screens, allowing you to carry out a range of activities, and you can re-engage the controls by selecting Drive mode again.

While in autonomous mode, the car communicates what it is doing to the driver – such as passing a car – and allows you to take back controls. "This is an important part of building trust," according to Johnson.

"We want to retake the time lost to the driver on a commute. We can do this using today's technology and platforms," Johnson added.

JOHN McILROY

Hardcore Cayman ready for the track

THE RACE-PREPARED Porsche Cayman GT4 Clubsport will cost from just over £93,000.

The Cayman GT4 Clubsport uses the same 380bhp 3.8-litre flat six engine as the GT4 road car. Unlike the road car, however, the racer gets steering wheel-mounted shift paddles controlling a PDK dual-clutch automatic transmission.

The rest of the mechanical make-up is similar to that of the regular GT4, but the Clubsport is not homologated for road use.

Inside, the passenger seat has gone and there's a roll cage and a bucket seat with six-point harness. A 90-litre fuel tank is standard, but 70 and 100-litre options are offered.

Kerb weight is a claimed 1300kg.

The GT4 Clubsport gets 380mm steel brake discs, with one-piece, six-piston calipers at the front and four-piston units at the rear. The ABS has 12 stages of adjustment,

and the ESP system has been adapted to work with slick tyres.

Prices for the Cayman GT4 Clubsport start at €110,000 plus local taxes, which should mean a price of £93,400.



OUR SHOW STARS



MAZDA CX-9

Mazda is on a roll. Its Kodo design theme has produced a string of fine-looking vehicles and allowed it to strike gold on this seven-seat family SUV. Simply put, the CX-9 looks great. Shame we're not getting it in Europe. **MT**



PORSCHE CAYMAN GT4 CLUBSPORT

Complete indulgence it may be, but this race-fettled Cayman looks sensational. Tantalisingly, its positioning as a 'Clubsport' model leaves potential room for a hotter road-focused version to slot in between it and the GT4. Where do I sign? **MB**



VOLVO CONCEPT 26

Not so much a car as an interior, Concept 26 gives a glimpse of how Volvo thinks interiors will evolve. Officially, its look complements autonomous driving, but so much of it looks close to production readiness that I expect we'll be seeing hints on the new S90. **JH**



RANGE ROVER EVOQUE CONVERTIBLE

Would I buy one? Never. Will lots of other people buy one? You bet. As well resolved as it could be, the drop-top Evoque looks ready-made for well-heeled Angelinos. Like it or loathe it, it should prove a timely and useful addition to the model line-up. **JM**

More LA news at autocar.co.uk

ALFA ROMEO GIULIA

The Alfa Romeo Giulia made its US debut at the LA show prior to going on sale in the second quarter of next year. Alfa hinted at a \$70,000 price for the range-topping Quadrifoglio Verde version, suggesting a UK price of about £50k.



MERCEDES-BENZ SL AND GLS

Mercedes-Benz design chief Gorden Wagener says he has "completed a big clean-up" of the firm's range with the unveiling of the revised SL and GLS in LA. He says Mercedes' design has shifted from "traditional to modern luxury".





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Confidential

FIAT'S CUSTOMER predictions for the new 124 Spider are for around half to be bought by empty-nesters over the age of 50 and 30% by people under that age who don't have any children. The firm also believes the sports car market will expand to accommodate the new arrival. "This market is driven by emotional purchases, so every time a new model arrives, the market sales go up," said one insider.

NISSAN DESIGN BOSS Shiro Nakamura has reiterated that the Gripz concept, shown at Frankfurt and Tokyo, is designed to sit alongside the next-generation Juke in the product line-up, not replace it. "I see Gripz as a sports car that happens to be a crossover," he said. "That means it is not the next Juke."



MERCEDES-BENZ DESIGN chief Gordon Wagener has said the firm has "no plans" to make a model smaller than today's A-Class family. "We've evaluated the B-segment, but it gets hard when you go down there," he said.

JAGUAR LAND ROVER CEO Ralf Speth has cautioned against vast future sales growth for the company. He said the firm "needed certain growth but not utmost growth" and it was a "boutique" for "connoisseurs who want something different" rather than "high street". He said: "We won't sell millions." JLR has trebled in size to almost half a million annual sales since Tata took over the company in 2008.

THE ALL-NEW Mercedes-Benz E-Class will be revealed at the Detroit motor show in January, design chief Gordon Wagener told Autocar. He said the design of the new E-Class interior "moves forward two generations" from today's.

QX30 is expected to attract younger buyers to Infiniti

QX30 to get big brother

Infiniti is set to add a Qashqai-sized crossover to its line-up above the new QX30

Infiniti is planning to expand its crossover line-up to include a larger stablemate for the new QX30, the firm's chief designer has revealed.

The QX30 – which uses the same platform as the Mercedes-Benz A-Class and Infiniti Q30 – is seen as a key

model to attract younger buyers, whom Infiniti considers more open to its 'new brand' credentials than older European customers.

However, Nissan and Infiniti design boss Shiro Nakamura has revealed there are already plans for a larger family crossover that would still appeal to European tastes – a sister car for the Nissan Qashqai.

"We will probably have this type of car eventually," he said. "The QX30 is part of our new portfolio and you can say that it bookends

our crossovers, with the QX80 as the very largest.

"Once you say that you have a range between those two vehicles, then you can see that there are lots of possibilities for a range within that gap. So we will probably have that car – something Qashqai-sized, because some people will want a little more space than in the QX30. The QX30 allows for this. If you say that a car like a Qashqai is already a crossover, then the QX30 is a 'crossover crossover'."

Nakamura said Infiniti is unlikely to follow the trend for even smaller crossovers

by producing a rival for the forthcoming Audi Q1. "If you look at the packaging on QX30, the interior space is not so much bigger than a Juke's already," he said. "So I don't think there's really the possibility for us to go smaller again at the moment."

He also said the QX30 is unlikely to be in Infiniti's plans for a performance sub-brand. "We are working on high-performance cars," he said, "but they are more traditional models like sedans. We don't include the QX30 in this process right now."

JOHN McILROY



NEXT-GEN SUBARU IMPREZA SHOWCASED AS A SALOON

A four-door Subaru Impreza saloon concept has been revealed just weeks after a similar concept showcased a five-door hatch at the Tokyo motor show.

Subaru's US chief, Tom Doll, said: "It's a precursor to what you can expect from the next-generation Subaru Impreza sedan. We know that in the US sedans will play a vital role in our company's continued sales growth."

Power is expected to come from a new generation of engines that feature cylinder deactivation technology. The current car is powered by a 112bhp 1.6-litre flat four engine and is available with either a five-speed manual gearbox or a CVT.

Autocar understands the next-generation Impreza will be launched late next year. Prices aren't expected to rise too far from the £17,495 starting point of the current car.



JAGUAR XE AWD

The first four-wheel-drive Jaguar XE made its debut at the LA motor show. The car now sits a little higher to accommodate the running gear, although the rise in height is hard to spot. XE AWD models have a special badge on the bootlid.



VOLKSWAGEN BEETLE DUNE

Volkswagen America boss Michael Horn confirmed the new Beetle Dune will be joined early next year by a production version of the Beetle Cabriolet Denim, first shown at the New York motor show and inspired by the material.





McLaren: no Cayman rival

There will be no cheaper sports car in McLaren's line-up than its Porsche 911-rivalling 540C/570S tier

McLaren has ruled out making a more affordable model to rival the likes of the Porsche Cayman by saying it has no intention of going below its 911-rivalling 540C and 570S.

Although McLaren is looking to attract a larger audience with its new entry-level models, it wants to retain an element of high-end appeal.

"[A Cayman rival] is a step too far. That is not exclusive enough for us," said McLaren's

chief designer, Robert Melville. "You look at Ferrari. They are coming from very high end. This [the 570S] is stretching us down to R8s and 911s and is as low as we'd want to come."

Melville said the 570S was designed to cater to customers who wanted a sports car that could be used every day.

The 570S opens up McLaren to a different type of customer, according to insiders. Previous cars, such as the P1 and the 650S, were bought by wealthy

owners with multiple cars to perform different functions. The usability of the 570S means that, McLaren reckons, it could be bought by more cautious owners looking to use it more often and potentially as an only car.

Insiders expect more buyers will use finance to pay for their new car, widening the ownership pool. The more considered and rational approach of this type of buyer, and the quality of rivals such

as the 911 and Audi R8, were key in the development of the 570S. McLaren knew the quality of the interior and the car had to match its rivals at the very least.

A convertible version of the 570S and a third model, believed to have grand tourer-style bodywork, are both planned. Whereas the Spider is set to retain much of the fixed-head model's looks, the GT version will be recognisably different.

"With the third derivative, we can't afford to refresh the whole car. It is a derivative," said Melville. "Elements are identical and elements are very different."

"The big challenge on this car was making the doors work on different bodystyles."

The GT model is set to be revealed in the early part of next year, while the 570S Spider is expected to be launched in 2017.

TOM WEBSTER

Volkswagen Group reveals more about cuts

THE VOLKSWAGEN GROUP has said it will spend an extra €100 million (£70m) in 2016 on alternative drive technologies – including electric and hydrogen fuel cell powertrains.

The group will also decrease spending on capitalised development costs by €1 billion (£700m) to around €12bn (£8.4bn). The announcement was made by new VW Group boss Matthias Müller.

The vast majority of VW's expenditure in the next year will go on core products and development, including the next-generation Audi Q5 and Volkswagen Golf, as well as the firm's Crafter plant in Poland and the development of its new modular electric toolkit, announced last month.

Müller went into more detail

about which investments will be delayed, scaled back or cancelled as the group recovers from the ongoing emissions scandal. He said construction of a paint shop in Mexico will be reviewed and a new design centre in Wolfsburg is being put on hold. In addition, the new all-electric VW Phaeton – initially marked for release in 2020 – will be delayed. Müller emphasised that he hoped to avoid cutting the workforce.

"We will review and potentially cancel further expenditures or spread them out to a greater extent in the next few weeks, but without putting our future viability at risk", he said.

VW's joint ventures in China are safe from any cost-cutting measures.



Core models such as next Audi Q5 will get priority on spending

Spider version of the 570S is due to make its debut in 2017



McLaren could build an SUV, but at a cost

McLAREN COULD MAKE more outlandish models than its current sports car range, with four-seaters and SUVs both possible.

However, chief designer Robert Melville (right) said anything along these lines would have to be made through the company's specialist division, McLaren Special Operations (MSO).

"Over the last few years, most people at McLaren have at some point been asked about SUVs, four-seaters, motorbikes. With MSO, we did a car a few years ago that was harking back to coachbuilding. If you come to MSO, we could design you an all-new body, a power increase or decrease. We can design you whatever you want, if you have the money for it."



A four-seat SUV is possible, therefore, but only at a cost of "millions and millions of pounds", he said. It would be so high because such a car wouldn't work on McLaren's current architecture; the company would have to design a new carbonfibre tub.

Under the standard McLaren badge, there are no plans to move away from the firm's mainstream range of sports cars, supercars and hypercars.

Tester's Notes

Matt Prior



Hamilton: three-time F1 champion but not universally popular



"Do you like Lewis Hamilton?" So asked a poll about the current and three-time world Formula 1 champion at the end of an article on The Telegraph website recently, titled: 'Lewis Hamilton: the champion it is mathematically impossible to like'. For: does a lot of good work for charity, drives a car quickly. Against: sings rap songs, wears bad clothes. Harsh.

Now, I don't know whether it says more about Lewis Hamilton or The Telegraph's demographic that only 47% of responders clicked to say that 'yes', they did actually like him.

Curious. We're talking about the reigning F1 world champion, a Briton racing for a team based in Brackley, the first British three-time world champion since Jackie Stewart. As British as 'our Nige'. Yet less than half of a survey think he's all right?

Anyway, I'm sure he's mortified. Or something. Either way, Hamilton has had an

The fans' three favourite drivers were Räikkönen, Alonso and Button. Hamilton didn't figure

interesting time of it recently, which is the kind of thing that divides opinion of him. First, there was the thing the other week when he crashed his Pagani Zonda into some parked cars in Monaco late at night while suffering excess tiredness. Then last week he told German magazine Sport Bild that it's difficult to assess how good Sebastian Vettel is because his team-mates haven't been fast, like Fernando Alonso, but have been "Mark Webber, who was not on his

level, and Kimi Räikkönen, who is no longer at the peak of his performance". Which is the sort of comment that might rub some people up the wrong way.

Is it a surprise, then, that earlier this year a poll run by the Grand Prix Drivers' Association/motorsport.com found that fans' favourite three drivers were Räikkönen, Alonso and Jenson Button? Even though most respondents were British, Hamilton didn't figure.

And, you know, I don't get that. Granted, how Hamilton spends his free time is not the same way you or I might. I wouldn't want to record my own rap songs, go to fashion shows or dance topless with Rihanna with my Calvin Klein underwear showing. Well, probably. But in an age where a perpetual complaint about sports stars is that they lead really dull lives and trot out the same guarded, platitudinous responses to questions in interviews, I find it frustrating that the first reaction to a sportsperson who doesn't do that is get on his case about it.

So, yeah, Hamilton: perhaps not exactly your cup of tea, and maybe not mine, either. But I love the sheer fact that he's happy to make it possible to dislike him and probably not give a stuff. He's exactly the kind of sportsperson I want to watch. So put me down as one of the 47%.



Hamilton (right) said Vettel (left) has never had a fast team-mate

OFFICIAL PICTURE



S90 is 'real test'

VOLVO'S S90 LUXURY saloon will mark the start of a new chapter for the firm when it makes its global debut at the Detroit motor show in January.

The S90 is Volvo's replacement for the aging S80 and has been described as being "the real test" for the brand following the successful launch of the new XC90 SUV earlier this year. The S90's design has been previewed with

a series of official design sketches, but the car has already been seen thanks to the leaking of a scale model.

Volvo has allowed some customers to see parts of the S90 using Microsoft's HoloLens technology and augmented reality. Volvo says it will work with Microsoft to develop autonomous vehicle technologies and services, using the data gathered from connected vehicles.

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PEUGEOT 2008 CROSSOVER

MOTION & EMOTION



PEUGEOT



A Week In Cars

Steve Cropley



Bentayga revealed its off-road prowess on a drive in Malaga

MONDAY

Feeling privileged to be one of the first members of the hackdom to sample Bentley's £200k Bentayga, especially since I'm in Malaga feeling the sun on my back while communications from home say it's raining and the cloud is on the floor. It probably reveals something odd in my make-up, but when considering cars up to Range Rover level, the realm above feels like foreign territory, the domain of people I don't know and will never join. To make fair comments, you have to project yourself quite a bit.

Still, the car is terrific. It'll be a daily driver for many in the bracket, because it's such a well-judged combination of old-world luxury and genuine practicality, underpinned by steering that makes it feel agile and allied to surprising off-road ability that Bentley willingly demonstrated on some aggressive surfaces and gradients. They're now confident of selling 50% more cars than planned, and there's also a smaller SUV coming. Given the brain strain it took to name the full-sized Bentayga, I'm already looking forward to the controversy over its sibling's moniker.

I felt that frisson of delight that comes when you're driving something really special

TUESDAY

News that Red Bull Racing has become the first Formula 1 team to spend £200 million in a year strikes me as both good (all those clever people gainfully employed) and bad (the team never looked like it was a contender). It also makes you ruminate again about

the governance of this sport, given that those at the top seem to spend roughly equal time fretting about eye-watering costs and grasping fistfuls for themselves.

My boys and I have raced six cars in 18 years, and indisputably the most fun came from a well-modded Peugeot 309 GTi originally bought via eBay for £250. There's obviously no sensible parallel between our humble activities and F1, but I'm still convinced it's time for radical action: give teams 30 gallons of race juice, stage 90-minute events on a variety of circuits and let issues of car layout, engine spec, rubber and aero be decided by F1's coterie of Newey-level engineers. There'd be variety in design again, and all the



Red Bull has spent £200m in order to achieve little in F1 this year

nonsense about configuring cars to provide advertising surface area would die the death it deserves.

THURSDAY

Must be my week for appreciating steering feel. Found myself in a friend's Ford Fiesta, just to reposition it across town, and before I'd driven 250 yards and turned two corners I felt that frisson of delight that comes when you realise you're driving something really special. I find it reassuring that this car is a few years old now, but it delivers excellence regardless of price. Great engineering stands the test of time.

FRIDAY

Rolling to a Midlands assignment in our long-term Range Rover Sport, I found myself ruminating in abstract terms about acceleration. It's

the dynamic condition we car consumers pay most for, yet we're getting less and less of it in the sense that as cruising speeds aren't rising, it's over more and more quickly. A delicious, powerful progression is turning into a kind of explosion under your backside that addles your brain and might even hurt your back.

Writer John Simister summed up the situation brilliantly a while ago, talking about the power of a Lamborghini. "The SV," he wrote, "can go from a low speed to a much higher speed without seeming to pass through any speeds in between."

How much is too much? Call me old-fashioned, but I reckon any road car that can do 0-100mph in 12-14 seconds has all the poke I'm ever likely to need. But there are people driving in around in cars that can do the thing in five...

And another thing...

If you're about to take delivery of a Ford Mustang, you're doing us hacks no favours. Demand is so high that press cars are cancelled for now. I thought the car would work here. Nice to be right for once.



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Porsche Macan GTS

16.11.15, Tenerife Compact SUV gains even more driver focus with chassis and engine tweaks

When Porsche starts wielding its 'Gran Turismo Sport' badge, as it does so here for the 10th time, it's usually a good thing. Although the variants of the Boxster, Cayman, 911, Panamera and Cayenne that have sported such a badge haven't necessarily been the ultimate models, or even our favourites, they've benefited from the enhancements in almost every case.

And so it's the turn of the Macan, a compact SUV with the handling to keep keen drivers happy. The GTS takes the standard petrol S's twin-turbo 3.0-litre V6 and boosts power by 20bhp to 355bhp. That helps it to slot neatly between its lesser petrol sibling and the range-topping Turbo. There's 30lb ft more, too, for a total of 369lb ft. Performance? This near-1.9-tonne SUV covers 0-62mph in 5.2sec.

To go with the extra muscle, there is PASM adjustable suspension as standard and a unique-to-the-GTS chassis that sits 15mm lower for an even more focused set-up than the standard car's. With optional air suspension, the default drop is

10mm, although you ultimately get greater control over ride height.

Rounding off the GTS's CV are more powerful brakes from the Macan Turbo, a standard sports exhaust, optional LED headlights and Porsche's latest PCM infotainment system, as recently launched on the refreshed 911.

Standing outside as it's fired up, the GTS's V6 barks to life and settles to a coarse but purposeful idle. Inside, the noise isn't quite as piercingly abrupt, but you're left in no doubt about this car's intent.

In its default mode, sharp prods of the throttle cause the gearbox to hesitate for a moment while it hooks up, but the straight-line performance that follows is the type of hold-on-tight propulsion you'd expect, if not quite the pin-you-to-your-chair forcefulness of the Macan Turbo.

Pressing the Sport button activates the sports exhaust, takes the dampers to their first stage of stiffness and makes the throttle and gearbox feel more urgent. Sport Chrono-equipped cars (such as the example tested

here) get a Sport Plus mode, which brings maximum chassis stiffness and forces the gearbox to deliver you lower ratios and higher revs.

Sport is probably where you want to be 90% of the time. The gearbox suffers less hesitation at T-junctions and from rolling starts, and the steering is at its best – as precise as in any mode, and as linear and oily as ever, but with just the right amount

It takes only a couple of fast-paced corners to realise that the Macan GTS is a properly sorted car



Straight-line pace is compelling, yet it's a comfortable car on a gentle A-road cruise



GTS gets excellent sports seats and Alcantara for its wheel rim and doors; there are lots of buttons, but the new infotainment system works well



It rides 35mm lower than a regular Macan and can be cornered at speed with minimal body roll; its go-faster signs are apparent but not too overt

of weight to inspire your confidence.

It takes only a couple of fast-paced corners to realise that the GTS, like lesser Macans, is a properly sorted machine, but with the small enhancements that make it truly superb fun to drive across meandering back roads. There's barely any dive as you brake hard and turn-in is crisp and precise once the nose is settled. Sitting 15mm lower, there's very little body roll, either, and there's genuine enjoyment to be had from balancing the throttle mid-corner, experimenting with the car's willing rear axle and firing yourself out the other side.

When you're really in the mood, Sport Plus heightens things further, with razor-sharp gearchanges with the paddles, even more exacting throttle inputs and more generous crackles on the overrun. For us, the only letdown is a touch too much steering weight.

Switch off all sports-orientated stuff, kill the anti-social exhaust and allow the suspension to breathe and the Macan can play the relaxing

cruiser just as well. It rides brilliantly, soaking up initial bumps well and keeping the body nicely tied down.

Once again, Sport mode is best at speed, maintaining better composure over undulations but not suffering Sport Plus's firmer secondary characteristics. There's some road roar over coarse surfaces, but wind noise is never an issue at motorway speeds and the ferocious V6 is easily tamed.

The GTS has a superb driving position, helped by the supportive sports seat, rising central tunnel and an ideally positioned gear selector, and there's good space for two adults up front. In the back, leg and head room are behind the class best. Still, the boot is easily accessed and a useful, square shape.

Fit and finish are superb, aided by liberal use of Alcantara on the steering wheel and doors. You'll find plenty of GTS badging dotted around inside, but plenty of buttons, too.

Porsche is now fitting its new PCM infotainment system to every Macan. It's a marked improvement on the

one it replaces. It has a sharper, more responsive screen, its menus are just as clear and there's better integration for smartphones. However, it seems stingy that the sat-nav is £1052 extra.

The Macan GTS's closest rivals are diesel – cars such as Audi's SQ5, BMW's X4 xDrive35d and Alpina's XD3 Biturbo, all of which offer similar performance, a premium badge and a butch SUV stance.

Although the SQ5 and X4 are significantly cheaper to buy and similarly potent, they fail to offer the fluidity of the GTS's handling, as well as its outright aural aggressiveness. The Alpina poses the biggest threat, coming closest on price and outdoing the GTS in a sprint by a larger margin.

Even so, the GTS's even greater ride and handling balance would have us signing on its dotted line. Sure, there's an argument that a Macan S with a sports exhaust would save you money and still be a lot of fun, but if you can stretch to it, the GTS is worth the extra. Compact SUVs are rarely this good.

RORY WHITE



PORSCHE MACAN GTS

Expertly judged ride and handling balance makes the GTS the keen driver's compact SUV of choice



Price	£55,188
Engine	V6, 2997cc, turbo, petrol
Power	355bhp at 6000rpm
Torque	369lb ft at 1650-4000rpm
0-62mph	5.2sec
Top speed	159mph
Gearbox	7-spd dual-clutch automatic
Kerb weight	1895kg
Economy	31.4mpg (combined)
CO ₂ /tax band	212g/km, 37%



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Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. Standard EU Test figures for comparative purposes and may not reflect real driving results. Our CO₂ and consumption values are provisional and are currently under review. Revised values will be published if necessary.

QUICK FACTS
PRICE £18,400 (EST)
ON SALE JANUARY

Seat Ibiza Cupra

20.11.15, Spain Bigger turbo engine and a manual gearbox for Seat's revamped hot supermini

As facelifts go, the revised Ibiza Cupra's is about as comprehensive as they come. Gone is the 1.4-litre turbo engine and dual-clutch automatic gearbox, and into this new model comes a blown 1.8-litre petrol engine complete with six-speed manual gearbox. There's no automatic on offer even if you wanted one.

The hot Ibiza now brakes a spinning inside wheel when deemed appropriate and comes as standard with adaptive dampers. A long list of newfangled connectivity technology is available, too. A 5.0in touchscreen with Bluetooth, USB and DAB is standard, but most buyers will opt to add the optional 6.5in screen complete with sat-nav, Apple CarPlay and Android Auto.

Overall, it adds up to a big improvement on the old car. The 1.8-litre motor has a broad plateau of torque that's easy to surf around on for snappy pace and predictable responses. The Cupra doesn't feel dramatically fast, and the exhaust note is a little muted and short on

drama, but this engine has got usefully more brute force than its predecessor and strikes a happy balance between vigorous pace and a low enough power output that you can wring it out thoroughly even on awkward roads. That manual six-speed 'box comes with a shift light and all the extra involvement you'd expect of a three-pedal hot hatch.

The tweaked suspension and new two-phase dampers do good things. High-frequency bumps and creases are managed without fluster in Normal mode, and most drivers wanting something with this level of grit will forgive the firm damper compression over high-speed undulations. It's safe to say that it'll be one of the more comfortable cars in this class for the daily grind.

The steering has two weights, although neither provides much feedback. It's perfectly precise and easy to use, and the weight is judged well enough in both modes to give you confidence even in hard use, but it never feels particularly connected or feelsome in the way

that a Ford Fiesta ST's steering does.

The uprated brakes are really effective, with a fair amount of pedal feel and great stopping power. Red calipers are a nice touch, too.

However, the interior looks drab, with little variety to the texture and material finish other than the gloss surround to the air vents. Still, while it feels more durable than classy, it's a dash that's easy to use, while the seats are supportive and comfortable even over long distances.

The optional, full infotainment system we tried has just about every feature you could want, although you don't need to have particularly fat fingers to find it hard to hit some of the small icons on the touchscreen.

There isn't much space in the back, but kids or shorter adults will be fine. Still, that's likely to be all that's expected of the Ibiza Cupra, which is available in three-door SC guise only. The boot, similarly, is far from best in class but will be more than fit for purpose for most buyers.

Overall, the Ibiza Cupra is a really accomplished car. It's fun in a safe yet

invigorating way, it looks pretty cool and it's fast enough to thrill while being small and benign enough to suit UK roads.

Prices haven't been confirmed yet, but it'll certainly be over £18k, and at this point we have to stop avoiding the crucial question: is it as much fun as a Fiesta ST? No. In the Ibiza's defence, few things are, and the Seat is more comfortable and more refined, so we can see why you would chose one over the Ford. However, the Cupra's mechanical twin – the VW Polo GTI – has a more appealing interior for not much more cash, so think it through carefully if everyday comfort is a key factor.

In the end, though, this is a hot hatch. Fun is their currency, and the Ford Fiesta ST still owns the bank.

VICKY PARROTT

SEAT IBIZA CUPRA

New powertrain makes the hot Cupra more satisfyingly brutish, but it's still not the best of its breed



Price	£18,400 (est)
Engine	4 cyls, 1798cc, turbo, petrol
Power	189bhp at 4300rpm
Torque	236lb ft at 1450rpm
Gearbox	6-spd manual
Kerb weight	1260kg
Top speed	146mph
0-62mph	6.7sec
Economy	47.1mpg (combined)
CO₂/tax band	139g/km, 22%



The 1.8-litre turbocharged engine produces a healthy 189bhp; suspension is firm but still manages to provide acceptable comfort



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Available on Solutions Personal Contract Plan with deposits from 0-30%. To achieve the monthly payment advertised, a £5,725.81 deposit is required. Deposit shown may be higher than the minimum; a lower deposit will result in increased monthly payments. *Deposit contribution is on petrol models only. Based on a 42 month, 10,000 miles per annum agreement. 18s and over. Subject to availability. Finance subject to status. Terms and conditions apply. Excess mileage charges of 4.4p per mile apply. Offer available when ordered by 31st December 2015 from participating Retailers. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Accurate at time of publication [11/2015]. Freeport ŠKODA Financial Services. Model shown is ŠKODA Yeti SE 1.2 TSI 110PS with Metallic Paint. Total OTR price is £19,085.

Official fuel consumption for the Yeti range in mpg (litres/100km): Urban 37.7 (7.5) - 53.3 (5.3), Extra Urban 50.4 (5.6) - 68.9 (4.1), Combined 44.8 (6.3) - 62.8 (4.5). CO₂ emissions for Yeti range are 147 - 118g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. Our CO₂ and consumption values are provisional and are currently under review. Revised values will be published if necessary.

QUICK FACTS
PRICE £12,000 (EST)
ON SALE JANUARY



Suzuki Baleno 1.0 Boosterjet

12.11.15, Barcelona Lightweight supermini packs a cracking turbo triple and majors on practicality

Suzuki is about to get another supermini. The new Baleno will be sold alongside the current Swift, which will remain the more sporty offering. The Baleno, meanwhile, will be for those wanting something more practical. There will be two trim levels, with prices from £12k to £14k, which is rather close to established offerings such as the Ford Fiesta and Skoda Fabia.

Although UK spec levels have yet to be finalised, even entry-level Balenos will get sat-nav, a 7.0in infotainment screen, a reversing camera, electric front windows, DAB radio, Bluetooth and 16in alloy wheels. There's also a 4.2in TFT screen between the dials that displays all sorts of additional driving data, including just what you need in a practical supermini: a g-force meter.

Two engines will be offered, both petrol. One is the 1.2-litre unit from the Swift, but with mild hybrid tech added. There's a tiny 0.2kWh lithium ion battery under the driver's seat that gathers energy from a motor/generator, belt driven off the crank.

Under acceleration and at engine speeds of up to 3900rpm, this can supply an extra 37lb ft for up to 30 seconds. It improves efficiency and helps to drop CO₂ output to 93g/km.

However, Suzuki thinks 90% of buyers will opt for the new 1.0-litre three-pot Boosterjet, tried here in an early prototype car. It uses a small turbo with, in effect, an overboost function to keep it efficient while still delivering decent power and torque.

The Boosterjet is a little cracker. It revs freely and pulls strongly from 2000rpm, buzzing away pleasantly with an ever-present triple-cylinder rasp. Stretch it beyond 5000rpm and it gets a little raucous, but not enough to stop the fun of revving it hard. Suzuki doesn't yet have any acceleration times, but it feels in the region of 10.5sec for 0-62mph.

Part of the reason it feels so quick is that the Baleno is built on a new, lightweight platform and tips the scales at just 905kg. So it's not only sprightly off the line but also agile in corners. Okay, it's no Fiesta, but it grips well and stays relatively flat.

The steering is pretty accurate, although there's not much feel. You also get a bit of kickback when you hit a sharp mid-corner ridge. As the dampers struggle to control this sudden vertical movement, it sends a thud through the cabin and causes the Baleno to skip off line. Away from such sharp intrusions, the ride is very well controlled, with an inherent softness. The suspension can be quite noisy at times and refinement in general isn't a strength. On motorways, you can always hear the engine in the background, although the constant flurry of wind noise is the main bugbear.

Where the Baleno is strong, though, is on cabin space. The steering wheel adjusts for rake and reach, and there's a driver's seat height adjuster. In the rear, it beats most superminis for leg room and probably isn't far off the Tardis-like Honda Jazz. Head room isn't as good as the Honda's, but it's more than acceptable, and there's enough width to fit three people on the rear bench.

The 355-litre boot is big enough

for several large shopping bags, although the load lip is high. There's underfloor storage, too, and if you have the false floor in its upper setting, it gives you a flat-ish deck with the split rear seats folded down.

Most superminis feel a bit plasticky inside but, even in this context, the Baleno feels low-rent in places. But something has got to give if it's going to get all that lavish equipment.

With this being an early prototype and final specs still to be decided, it's hard to fully endorse the Baleno at this stage. It has a delightful engine and is decent to drive, but it won't woo keen drivers. The fact that it's so good at the practical stuff gives it a certain appeal, and if Suzuki really does come good on the price and equipment levels, it will sell well.

JOHN HOWELL

SUZUKI BALENO 1.0 BOOSTERJET

Practical, spacious, well equipped and set to be keenly priced, although not one for keener drivers



Price	£12,000 (est)
Engine	3 cyls, 998cc, turbo, petrol
Power	110bhp at 5500rpm
Torque	125lb ft at 2000-3500rpm
Gearbox	5-spd manual
Kerb weight	905kg
Top speed	124mph
0-62mph	10.5sec (est)
Economy	62.8mpg (combined)
CO₂/tax band	103g/km, 15%



Interior is well equipped, but some materials leave a little to be desired; Baleno weighs just 905kg, so it feels peppy and nimble



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Official fuel consumption in mpg (litres/100km) for the ŠKODA Octavia Range: Urban 33.6 (8.4) to 72.4 (3.9), Extra Urban 51.4 (5.5) to 88.3 (3.2), Combined 43.5 (6.5) to 80.7 (3.5). CO₂ emissions for the ŠKODA Octavia Range: 147 to 90g/km. Standard EU test figures for comparative purposes and may not reflect real driving results. Our CO₂ and consumption values are provisional and are currently under review. Revised values will be published if necessary.

QUICK FACTS

PRICE £21,495
ON SALE JANUARY

Kia Optima 1.7 CRDi

19.11.15, Frankfurt New saloon aims to add refinement and driving pleasure to its repertoire

The popularity of crossovers doesn't make life easy for big saloons like this, the newest version of Kia's Optima. Even so, Kia reckons plenty of people are still after a big saloon. Its research suggests 10% of new car sales will come from this category, even a few years down the line. To grab its share, though, this new Optima will have to fend off the likes of the Ford Mondeo, Vauxhall Insignia and Volkswagen Passat.

The first-generation Optima was good looking and, together with the Sportage, really helped Kia to shake off its dowdy image. It seems revolution has become evolution for this new version. Up front is the familiar 'tiger nose' grille, albeit reshaped and with more chrome. The headlights and bumper gain more definition, while the tail-lights are wider than before and LEDs.

Kia has increased the Optima's wheelbase by 10mm, width by 25mm and height by 10mm compared with its predecessor. The bodyshell is made with 50% more high-strength

steel than before and torsional rigidity has been increased by 50%, boosting safety, refinement and handling. There are also different bushes for the cross members, an extra lower link for the rear suspension and lots more soundproofing.

Under the bonnet is the firm's 1.7 CRDi diesel, now with an additional 5bhp and 11lb ft, with peak torque available 250rpm sooner, at 1750rpm.

Overall, it makes for a significantly better car. The Optima now steers and rides with aplomb and feels much more like a quality item inside. The trim on the dashboard and door that you do come into contact with is all pleasingly squishy, and the buttons have a solid action, although the heater and stereo controls feel a little flimsy. Both the 7.0in and 8.0in versions of the touchscreen infotainment system are easy enough to navigate and appear to be free from lag. Sat-nav is standard and a 10-speaker Harman/Kardon stereo comes with the 8.0in system.

The seats in the front and rear are comfortable whether they are

covered in cloth or leather and there's plenty of adjustment available to the driver. Even with a six-footer up front, leg room in the back is exceedingly generous.

Behind the wheel, you immediately notice the improved refinement of the diesel motor. There's still a bit of vibration through the floor but little to none through the controls. Engine noise is also greatly reduced throughout the rev range. You can still hear it at higher crank speeds, but the tone is nowhere near as coarse as other models using the same engine. Not only is it quieter, but it also pulls meaningfully from as low as 1250rpm. It's never brisk, at 10.0sec to 62mph, but it is more than adequate almost all of the time.

The suspension is still on the firm side, but this is in keeping with the sporty saloon remit. Body control is good and roll is kept to a minimum. You do feel bumps through the cabin, though, especially sharp-edged expansion joints.

With this in mind, we're eager to try the Optima on UK roads.

Our scarred asphalt will prove to be a much tougher challenge than Germany's relatively smooth blacktop, where we drove the car.

If our first impressions are any guide, this new Optima is certainly worth considering. The old car's strengths remain, but the low-rent cabin, industrial-sounding powerplant and questionable handling have been banished. You get a seven-year warranty, too.

What currently prevents us from giving an outright recommendation is the ride. Too often a car that seems perfectly acceptable on European roads just can't cope with what the UK can throw at it.

The Passat may be classier inside and the Mondeo, which costs £1000 more, is dynamically superior, but the Optima seems a good all-rounder.

ALAN TAYLOR-JONES

KIA OPTIMA 1.7 CRDi

Bigger, more refined and better to drive than its predecessor; now a convincing saloon contender



Price	£21,495
Engine	4 cyls, 1685cc, diesel
Power	139bhp at 4000rpm
Torque	251lb ft at 1750-2500rpm
Kerb weight	1515kg
Gearbox	6-spd manual
0-62mph	10.0sec
Top speed	126mph
Economy	56mpg (combined)
CO ₂ /tax band	110g/km, 20%



Kia has raised the standard of perceived quality in the spacious cabin; Optima also covers ground with greater refinement now

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QUICK FACTS
PRICE £17,500 (EST)
ON SALE JUNE



Ford Ecosport 1.0T 140 Titanium S

19.11.15, Surrey Ford's revisions try to ignite a small crossover that started out as a damp squib

We tend to like Fords here at Autocar. Generally speaking, when you get behind the wheel of something with a blue oval mounted on the airbag, it's likely to be a decent car to drive. So you can imagine our shock when we drove the original Ecosport and sensed immediately that it was a bit of a duffer. To Ford's credit, it read, it ruminated and it responded, instructing its engineers to make good all that was wrong – which, from our point of view, was mainly the ride, handling and refinement.

As a result, the revised Ecosport comes with retuned steering, suspension that has been lowered by 10mm and new damper and spring rates. More sound insulation has been added, too. Ford has also developed this sportier version, called Titanium S, which we've driven in prototype form. It gets firmer suspension and meatier steering, plus revisions to make the stability control less intrusive.

The engine is a cracker – raspy, revvy and, although not flat-out

fast, rapid enough for general use. But UK-spec cars will be quicker still – to the tune of about one second to 62mph. This is because instead of the 123bhp Ecoboost fitted to this mainland Europe-spec car, UK-bound Titanium S models will get the gutsier 138bhp version found in the Fiesta Red/Black Edition.

At sedate town speeds, the ride seems disappointing. Hit a sharp ridge and you'll be greeted by a hefty shudder through the cabin, and the Ecosport performs a constant dance as you potter about over patchy roads. However, get some speed up along a country road and it starts to settle. Here, you can feel the difference between old and new, with tighter lean angles as the cornering loads build and less vertical hop off crests. In fact, if you add in the marginally quicker steering that has more effective weighting, you find yourself quite enjoying the drive – certainly more so than would be the case in a Nissan Juke.

But the Ecosport is still far away from the true genius of a Fiesta and

there are still some issues. The extra sound deadening may hide some of the earlier car's road noise, but you can still hear plenty of wind swirling around the door mirrors at around 60mph. A big sideways gust will have you hanging onto the wheel if you want to keep to your lane, too.

Ford claims that the interior quality has been improved, but apart from some fetching half-leather seats, it's still a sea of black plastic – and all of it likely to break a finger nail if you prod too hard.

It's relatively roomy, though. You can fit four tall adults in with reasonable ease, and those in the back even get reclining seats. The boot isn't huge but will take a few large grocery bags and can be extended by split-folding rear seats.

The final spec is yet to be decided, but the Titanium S pack is likely to come with a reversing camera as well as an upgraded Sony stereo with DAB and Bluetooth. It will also get a Black Pack, which includes gloss black alloy wheels, roof and door mirrors, and no roof rails for a sleeker look. Oh, and

the ungainly spare wheel that used to hang off the tailgate has gone.

It's still not perfect, and with our sensible hat on, the Renault Captur does the practical stuff slightly better and rides more smoothly. Then there's the Ford's price, which is expected to be about £17,500. It doesn't exactly sound like a bargain, but we don't know the final UK equipment levels yet.

This isn't a class known for great driver's cars, so the fact that the new and improved Ecosport in Titanium S trim manages to even slightly entertain is a big plus – and that's without the full-fat engine that'll be coming our way when deliveries start next June. On that basis, we reckon that at the very least it'll be worth a look.

JOHN HOWELL

FORD ECOSPORT 1.0T 140 TITANIUM S

Sharper handling and potentially a cracking engine, but there's still room for improvement here



Price	£17,500 (est)
Engine	3 cyls, 999cc, turbo, petrol
Power	138bhp at 6000rpm
Torque	155lb ft at 2000rpm
Gearbox	5-spd manual
Kerb weight	na
Top speed	117mph
0-62mph	11.8sec
Economy	50.4mpg (combined)
CO₂/tax band	125g/km, 20%



Despite Ford's claims of improved quality, the cabin is still dominated by hard black plastics, but the Ecosport drives better now


THE PERFECT

Can the new Audi R8 V10 Plus and McLaren 570S match the appeal of Aston Martin's V12 Vantage S or Porsche's 911 Turbo on real-world mountain roads in real-world weather? As Storm Barney prepares to vent its full force on Wales, **Matt Saunders** heads straight for it



STORM





What's never in question is the brilliance of the Audi R8 V10 Plus's powertrain

**Tuesday, 12.26pm:
M4 westbound**

The weatherman on the radio is making the most of his extra two minutes. As the nose of the Aston Martin V12 Vantage S I'm driving sweeps west over the Severn bridge, our man is warning of driving rain and 80mph winds ahead; fallen trees, flooded roads and downed power lines, possibly. South Wales will get it worse than anywhere. Jolly good.

If photographer Lacey is hearing this, he'll be sobbing into his waterproof underpants – but I'm not. Idyllic conditions would have been all wrong for the exercise we're about to undertake, and so would wide, smooth European roads.

Right now, as Storm Barney brews up over the Atlantic, four super-sports cars are making their way towards the Rhondda Valley. One of them, we already know, won't be too affected by the wind and rain: it's the original everyday-use supercar-slayer in its current guise, Porsche's legendary 911 Turbo S.

But how will that car's newly swollen band of rivals manage in the Welsh murk – among them the aforementioned Aston Martin, Audi's brand-new R8 V10 Plus, and the much-anticipated McLaren 570S? Is lip service being paid to refinement and usability by the makers of the R8 V10 Plus and 570S – or has Porsche's ultra-pragmatic performance hero

finally come up against some equally usable competition?

The first thing slowly becoming clear at this early stage, besides the thick, foreboding clouds gathering overhead, is that the most obliging, impervious car in our foursome may still not necessarily win this test, even in these conditions. Prolonged and repeated exposure to every 911 Turbo since the '996' generation has taught this tester that – beyond a certain point, admittedly – usability may be overrated in a great sports car. Misapplied, even, if it comes at the cost of handling precision, driver engagement or dramatic charm.

Without so much as turning a wheel in any of the other three cars

involved, I can tell that the V12 Vantage S is going to have to plough its own furrow all the way to success here. It doesn't have the mid-range torque necessary to be effortlessly fast; it's the heaviest car here; it has only one driven axle and its hefty 6.0-litre engine is at the wrong end of the car to generate the best traction from that axle.

But, being an Aston Martin, the V12 Vantage S is also at least 50% the long-legged luxury GT and has an appeal of its own. Its engine has the kind of mellifluous smoothness and baleful howl that can only come from 12 naturally aspirated cylinders. It's a wonderful thing.

Would I really trade that richness

Both the 911 and the R8 have the benefit of four-wheel drive



What the Aston lacks in ergonomics, it makes up for in its sense of occasion and quality



Sound Audi-grade finish and design permeate the R8's cabin; leg room could be better



You get fine seats, excellent visibility and a feeling of solidity in the McLaren's cockpit



Driver-focused layout and attentive assembly standards are apparent in the Porsche

and charm for instant torque and unconditional traction in a daily-driven super-sports car? You know what? I'm not sure – especially if the rest of the Aston's dynamic package is up to snuff.

Tuesday, 2.37pm:

Bwlch-y-Clawdd Road, nr Treorchy

The wind and rain are already making life slippery, gusty and all the more revealing for our test's early protagonists. There will be no sign of either the 570S or the 911 Turbo S until late tonight by the time our test cars can be freed up and driven west from Woking and Reading respectively. For now, having acclimatised to what the V12 Vantage

S offers, there's a chance to watch colleague Cackett having a similar introduction on these mountain roads, while I get reacquainted with an old friend.

That, at least, is how you expect driving the new R8 will feel: comfortable and familiar. In fact, it's not quite so much of either. Besides being a bit short in the provision of leg room and a touch too highly set, the car's seat is comfy enough and the fascia is an entirely predictable, perfectly executed cross between old R8 and new TT. But the driving experience is different: less confidently defined, less instantly gratifying. A worry.

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◀ rightness of the previous R8 seems, at first, to be lost. The car's steering is discouragingly light, muted and very fast around the straight-ahead, its handling is sharp, darting and unsympathetic and its supple ride has been replaced by unyielding, fidgeting firmness. More worry.

For the better part of an hour, I drive the car like this, aggrieved that such a fine sports car could be succeeded by something so dynamically over-egged. And only then, flicking through the car's drive modes and playing with its various wheel-mounted buttons for the first time, does it dawn on me that complexity may be leading both driver and car astray.

The new R8 has the same drive modes as most of Audi's saloons, hatchbacks and SUVs. Select Dynamic mode on one like our test car – fitted with optional magnetorheological adaptive dampers and optional active variable-ratio 'dynamic' steering – and you end up with a car carefully configured for smooth roads and circuits – and, as it turns out, remarkably poorly set up for a wet Welsh mountain pass.

The R8 V10 Plus has new Performance modes for track work as well, but its saving grace turns out to be the Individual setting. This allows you to calm the steering's active functionality right down and bring back a bit of feel into the system,

while simultaneously softening the ride to make it more compliant for road use and keeping the car's powertrain in a more sporting state of readiness. Set up like this, the car's handling is more rounded, its steering more coherent and tactile and its ride, though firm, acceptable.

What's never in question is the brilliance of the R8's powertrain. For its balance of mid-range tractability and high-rev drama, and the four-wheel drive transmission's combination of blistering shift speed and feel for the right gear in any one of several automatic modes, it's outstanding. It's also a better standard bearer for natural aspiration than the Aston's V12, which, although characterful, feels leaner on torque and seems to shift gears less quickly and cleverly the longer you're acquainted with it.

But still, I'm somewhat surprised and disappointed by the R8's handling. Audi has made a sweeter and more balanced car here than Lamborghini managed of the Huracán, using most of the same hardware – but it's not as much fun as the Aston. Throw it into a bend on a trailing throttle and there's liveliness and adjustability. But the lateral stiffness of the R8's springing makes the handling less forgiving than the previous R8's. The slight wooliness and unpredictability of its steering makes it feel less precise. And the four-wheel drive system,



Even on a wet Wednesday, the British pair both exude a commanding road presence

which could always be relied upon before to add directional stability with power, is undoubtedly harder to pre-empt. Sometimes, throttle seems to want to send the tail wide, and other times it doesn't.

With daylight gone and photos done for the day, we drive 40 miles north to overnight digs in Llandovery – and at the end of the drive, I'm no more convinced that Audi has made real dynamic progress with this car than I was a few hours ago. It's fast, sure. But, in V10 Plus form at least, it's not as supple, surefooted, communicative or confidence-inspiring as you'd like it to be on the road. It's certainly not everything it was.

Wednesday, 7.19am: hotel car park, Llandovery

All is well. After a 6am start and a few repeat trips to the town's most excellent jetwash, I'm looking at a car park, in breaking daylight, featuring all four of our cars together for the first time. It's a relief, to be honest. I'd worried that we might have lost one or two of them to the risen water table by now.

And so, while the rest of the crew are breakfasting, there's time to break out a tape measure. (I just can't help myself at times of excitement.) Before opening up cargo compartments or peering into spaces too small to be useful for passengers, a simple and critical measurement: →



The 570S rewards you with a rate of acceleration that is nothing short of stellar

← maximum width, measured windows down, across and through the cabin, from one outer door mirror extremity to the other.

Width can be the death of an otherwise great sports car. It's more important than ever now because, as cars get wider, the roads and lanes that carry them only seem narrower. It takes barely a moment to note that there's 115mm between the slimmest and widest cars here. That's four inches. And when that tractor emerges from behind that hedge, you'd be aware of every one of them.

No prizes for guessing that the 911 is slimmest. In years gone by, it would have been so by a greater margin and yet, although it's only a couple of inches narrower than the field's average, that'll be enough to easily notice on the road, I'll bet.

There's little between the Aston and Audi on overall width, although the R8 is the wider – and feels it. But the 570S is wider still, by quite a long way, a consequence of the relationship and the carbonfibre tub it shares with McLaren's other models. Bad news? Perhaps.

On carrying space, the Porsche only asserts its superiority again. The combination of a decent-sized cargo box in the nose with those occasional back seats, foldable to produce as much loading area behind the seats as there is up front, gives the 911 Turbo S as big an advantage on usability today as it has ever enjoyed. It may seem incredible that companies like Audi and McLaren can design a car from a blank sheet, five decades after the original 911, and still come up short in this respect. Incredible, but unavoidable. Until Neckarsulm and Woking start making rear-engined sports cars, you'd imagine they'll continue at the same disadvantage.

After the Porsche, there's a turn-up: the 570S narrowly pips the V12 Vantage S on practicality, thanks to a particularly generous cargo box up front and some useful space behind the seats and under the rear window for coats and small, squashy bags. The Aston's boot is wide and quite long but shallow, allowing you to load stuff up to the back seats, and roomy enough for smaller weekend cases and bags but nothing bigger. The Audi brings up the rear on practicality, offering some limited space on a shelf behind the seats but not much, and only a fairly small carrying box in the nose.

Wednesday, 10.43am: near Cantref Reservoir

Against all the odds, the day started fairly dry in the Brecon Beacons National Park. It didn't stay that way for long. The short hop up here from Llandovery was in light wind and rain. But it might have been bone dry and dead calm for all I knew: the grip, stability and unflappable composure of the 911 Turbo S was just other-worldly.



Vantage has long-legged GT ability and its V12 is smooth, sonorous and characterful



You need to tinker with the R8's drive modes to get the best dynamic showing from it



McLaren rides impressively, especially given its agility, but it needs revs to really shift



In a straight line, you can bury the throttle in the Porsche without fear of it biting back

When travelling in a convoy, there are times when you know that the car you're driving is coping much better with the conditions under its wheels than the others. You just drive differently; more confidently than your companions. Not faster, necessarily – UK speed limits having an understandably calming influence on the drivers of conspicuous 500bhp sports cars travelling together through rush-hour traffic – but more positively, quicker up to the legal limit, with a keener eye for overtaking and what advanced driving instructors used to call 'making progress'.

That's how the Turbo S felt earlier this morning, with the R8, V12 Vantage S and 570S disappearing in my rear-view mirror. Compared with the Audi driven in similar conditions the night before and, to a lesser extent, the Aston Martin, the Porsche felt perfectly in tune with the slippery conditions. With the adaptive dampers set soft, it rode with just the right mix of tautness and compliance, breathing over the bumps rather than pummeling them. It had just enough feel and feedback through the steering to get a sense of the lateral grip level available, and to gauge the severity and camber of the surface being crossed. There was sufficient agility and response to place the car perfectly on the road, and to keep it where you wanted it. And you had nothing but enormous torque and traction the instant you called for it, delivered without so much as a hint of wheelspin or the merest squirm of wasted energy.

Now the 911 is stationary, along with the rest of our convoy, in this small car park just off the road, only for the kind of weather to hove in from across the valley that books of the Old Testament were written about. Within minutes, bordering roads previously only slightly treacherous become perilous to everything – including the 911. Photographer Lacey downs tools, and we can do nothing but wait. And wait. For a while, Storm Barney is not to be trifled with.

An hour and a half later, as some breaks finally emerge in the cloud cover, it is to the 570S that I finally turn. A left-hand-drive model was all that McLaren could supply us with for this test, so we'll save conclusive observations about the car's width for another day. Suffice to say for now that, sure, it feels wide, but perhaps not too wide for most UK roads.

Its driving position is excellent: fine seats, almost too much steering column adjustment. Visibility is remarkable thanks to McLaren's habitually low scuttle and skinny pillars. And although the cabin has its quirks – possibly the least intuitive seat adjustment console I've ever attempted to use, and an infotainment system I still struggle to penetrate, even after trying it several times – it's comfy, solid, →

Nothing will take apart a
slippery B-road with the
same fluency as this 911



◀ modern, attractive and upmarket.

The Ricardo V8 stutters into its usual noisy, gravelly, slightly toneless idle after start-up. It's docile when manoeuvring and at low speeds and still feels slightly soft under your right foot on the road.

But even at middling revs and off boost, the 570S feels light, lithe and energetic, like nothing else here. That's because it is light. It has 200kg on the next lightest car in our field, in fact.

Although fairly firmly sprung and always keen to change direction, it rides sensationally well – better than you'd imagine it could, given that this is the first McLaren road car of the current era to use conventional dampers and anti-roll bars. And there is such weight, positivity and detailed feel to the steering that its directness and the firmness of the car's suspension simply don't become problems for it on the road. Yes, you have to concentrate when you're driving; guide the car with more care and attention than in some of the others here and use the throttle a bit more judiciously. But even in the wet and on standard Corsa tyres no less, the McLaren's grip level is dependable, its stability controls effective and its handling secure, communicative, delicate – and just so involving.

Which is to say nothing of what happens when you do use the throttle a bit. Wow. Fans of performance numbers will already have worked out that the McLaren's 418bhp per tonne is a 21% improvement on what a 911 Turbo S gives you in full cry – and a 911 Turbo S is still a very fast car for your princely £140k.

Unlike the Porsche, you have to allow the McLaren to rev a bit to really let it off the leash. So you drop a couple of ratios in manual mode and squeeze the accelerator, rather than just mash the pedal, anything-goes style, as you can in the 911. But the 570S rewards you with a rate of acceleration that's nothing short of stellar. It's supercar level, really. I'd be amazed if a Ferrari 488 was much quicker.

The 570S's brake pedal feel could and should be improved. It has racing car brakes (surprise, surprise), dead at the top of the travel and hard to modulate initially in a way that rivals with carbon-ceramic brakes have already moved beyond.

But in other ways, the McLaren shows just how much genuine supercar can now be bought for super-sports-car money – 911 Turbo money. The cat is most definitely among the pigeons here, and there are feathers everywhere.

Wednesday, 3.34pm:

just off the A470, near Pen-y-Fan

We're wrapping up. Motorists on Wales' major north-south trunk road honk, wave and, in some cases, swear at four morons in a roadside car park

standing beside their flashy motors in the gathering gloom and cold. By the time Cackett asks me for the finishing order of these four cars, my mind is made up about the sharp end, but it's separating the runners-up that's hard.

The biggest underachiever is easy, although that tag doesn't do the car justice. Everyone expected more from the R8: a more tactile drive, greater dynamic roundedness and greater usability. The powertrain is awesome, but the four-wheel-drive chassis fails to deliver either the handling security or panache to really distinguish it on the road. More varied tests will come but, for now, the R8 still has it all to prove.

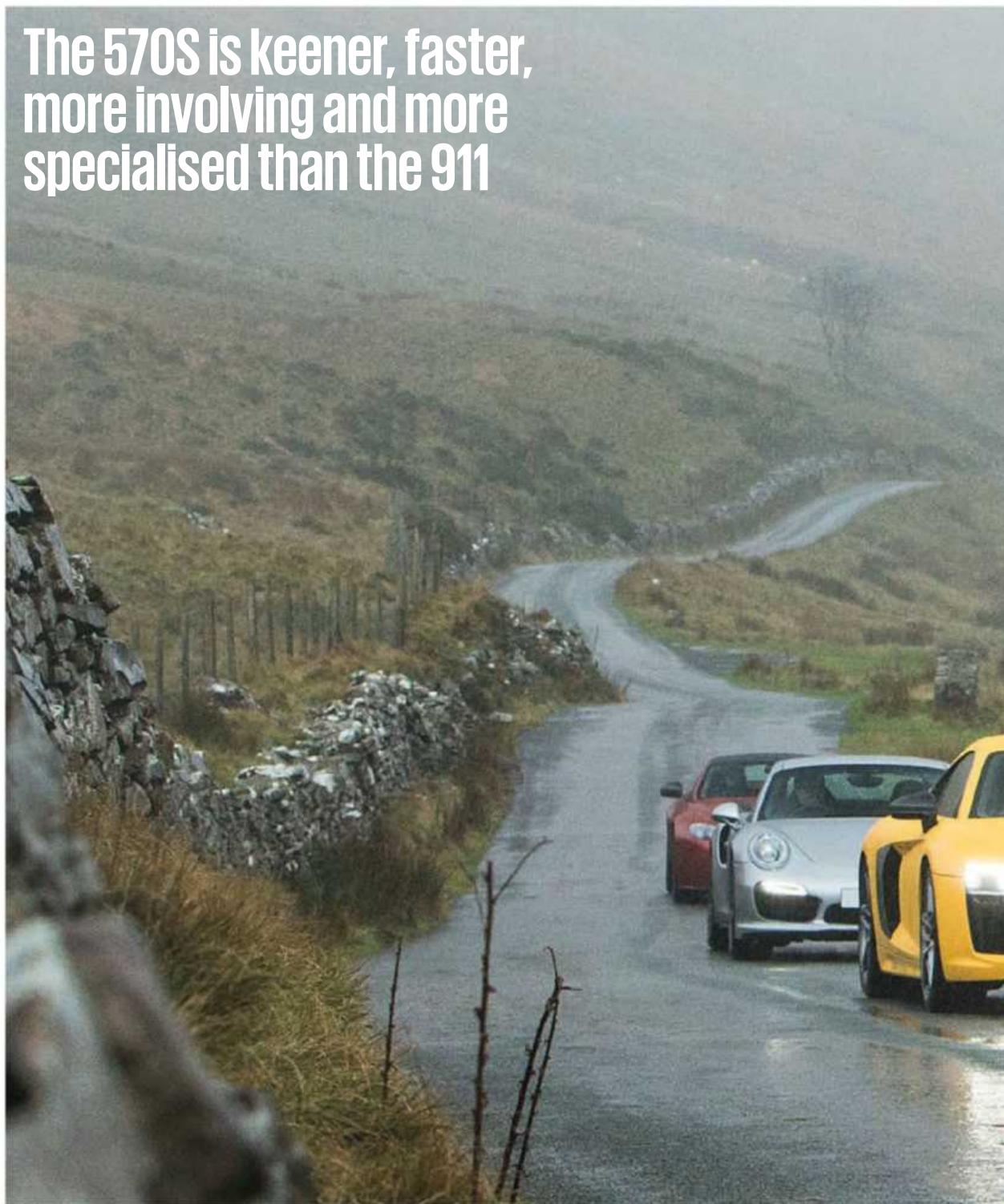
The Vantage feels as though it has been around for so long that it can have absolutely nothing left to prove – and in V12 S form, it remains a rough diamond. It offers simplicity, luxury and pure mechanical charisma as an alternative to the bamboozling complexity of its rivals, and although it isn't on the same sporting level as the best dynamic acts here, it would always be an absorbing, disarming, enjoyable car to drive. Worth a podium place? Just about, I reckon.

And then? Both the 911 Turbo S and the 570S would make a deserving winner here. The Porsche is still absolutely untouchable in its own niche. Nothing else will

take apart a streaming, slippery cross-country B-road with the same fluency, stability, user-friendliness and easy precision as it does, or cope better with the real world. In the past, I've never really understood the 911 Turbo. After a couple of miserable, wonderful days in Wales, I think I get it. There's certainly nothing else like it.

But I also wonder if the car-loving world isn't moving beyond it now – if everyone who is in or has been in the market for the ultimate, pragmatically minded, everyday super-sports car hasn't owned at least one 911 Turbo already and may now be looking for something a bit different.

The 570S is keener, faster, more involving and more specialised than the 911



The 570S is different, all right; it's lighter, keener, faster, more involving and more specialised. It's less usable, too – and we mustn't forget that. But it succeeds even more spectacularly in what Porsche tried to do 40 years ago with the original 911 Turbo, and in what Audi tried eight years ago with the original R8 – and has still to perfect. It pulls the rug out from underneath the fully fledged, £200,000-plus, thoroughbred Italian mid-engined exotic. "Anything you can do," it says, "I can do better." And cheaper – although you can whisper that last bit if you like.

Step forward and take a bow, then, Britain's latest and possibly greatest giant-slayer: the McLaren 570S. **A**

	1 McLaren 570S	2 Porsche 911 Turbo S	3 Aston Martin V12 Vantage S	4 Audi R8 V10 Plus
Rating	★★★★★	★★★★☆	★★★★☆	★★★★☆
Price	£143,250	£142,120	£138,000	£134,500
0-62mph	3.2sec	3.1sec	3.9sec	3.2sec
Top speed	204mph	198mph	205mph	205mph
Economy	25.4mpg	29.1mpg	19.2mpg	23.0mpg
CO₂/tax band	258g/km	227g/km	343g/km	287g/km
Kerb weight	1344kg	1605kg	1665kg	1555kg
Engine layout	V8, 3799cc, twin-turbo, petrol	6 cyls horizontally opposed, 3800cc, twin-turbo, petrol	V12, 5935cc, petrol	V10, 5204cc, petrol
Installation	Mid, longitudinal, RWD	Rear, longitudinal, 4WD	Front, longitudinal, RWD	Mid, longitudinal, 4WD
Power	562bhp at 7500rpm	552bhp at 6500-6750rpm	565bhp at 6750rpm	602bhp at 8250rpm
Torque	443lb ft at 5000-6500rpm	553lb ft at 2200-4000rpm	457lb ft at 5750rpm	413lb ft at 6500rpm
Power to weight	418bhp per tonne	344bhp per tonne	339bhp per tonne	387bhp per tonne
Specific output	148bhp per litre	145bhp per litre	95bhp per litre	116bhp per litre
Compression ratio	8.7:1	9.8:1	11:1	12.5:1
Gearbox	7-spd dual-clutch auto	7-spd dual-clutch auto	7-spd robotised manual	7-spd dual-clutch auto
Length	4530mm	4506mm	4385mm	4426mm
Width	2095mm	1980mm	2022mm	2040mm
Height	1202mm	1296mm	1250mm	1240mm
Wheelbase	2670mm	2450mm	2600mm	2650mm
Fuel tank	72 litres	68 litres	80 litres	73 litres
Range	402 miles	435 miles	338 miles	369 miles
Boot	150 litres	115 litres (front), unspecified (rear)	300 litres	112 litres
Front suspension	Double wishbones, coil springs, adaptive dampers, anti-roll bar	MacPherson struts, coil springs, adaptive dampers, active anti-roll bar	Double wishbones, coil springs, adaptive dampers, anti-roll bar	Double wishbones, coil springs, adaptive dampers, anti-roll bar
Rear suspension	Double wishbones, coil springs, adaptive dampers, anti-roll bar	Multi-link, coil springs, adaptive dampers, active anti-roll bar	Double wishbones, coil springs, adaptive dampers, anti-roll bar	Double wishbones, coil springs, adaptive dampers, anti-roll bar
Brakes	Carbon-ceramic ventilated discs, 394mm (f), 380mm (r)	Carbon-ceramic ventilated discs, 410mm (f), 390mm (r)	Carbon-ceramic ventilated discs, 398mm (f), 360mm (r)	Carbon-ceramic ventilated discs, 380mm (f), 356mm (r)
Wheels	8.0Jx19in (f), 10.0Jx20in (r)	9.0Jx20in (f), 11.5Jx20in (r)	9.0Jx19in (f), 11.0Jx19in (r)	9.0Jx19in (f), 11.0Jx19in (r)
Tyres	225/35 ZR19 (f), 285/35 ZR20 (r), Pirelli P Zero Corsa	245/35 ZR20 (f), 305/35 ZR20 (r), Pirelli P Zero	255/35 ZR19 (f), 295/30 ZR19 (r), Pirelli P Zero	245/35 ZR19 (f), 295/35 ZR19 (r), Continental ContiSportContact 6



ASSAULT & BATTERIES

Mitsubishi is proving its plug-in hybrid tech by abusing an Outlander PHEV on the toughest rallies on the planet. **Matt Burt** joins the team for the Baja Portalegre

PHOTOGRAPHY STAN PAPIOR







Masuoka sets top-three stage times on the short opening prologue and second stage to lie third overall

There's a feral party atmosphere at Baja Portalegre, the final round of this year's FIA World Cup for Cross Country Rallies in the east of Portugal. A rural hillside is scattered with empty Sagres bottles and chicken bones and there's a sweet, pungent smell from bonfires of eucalyptus logs. A mobile bar, pumping out Metallica from a battered hi-fi, is doing a roaring trade among the frazzled locals, who are flecked head to toe with splodges of orange mud thrown up by the competing Ford Rangers, Toyota Hiluxs and Nissan Navaras.

Then a different kind of car approaches. The yowl of a combustion engine is absent, replaced by the less perceptible whine of electric motors. Its progress is cheered by the crowd, appreciative

of the commitment of the man behind the wheel.

That man is Hiroshi Masuoka and his car is a Mitsubishi Outlander PHEV. Yes, the Japanese company is rallying a plug-in hybrid.

On paper, the concept of a production-based hybrid rally car makes sense: off-road competition cars are as much about low-end traction on variable road surfaces as they are about high speeds. The instant torque of the electric motors should prove useful, as should the ability to quickly juggle power between axles to counteract ever-changing conditions.

That's a theory Mitsubishi is setting out to prove by lending factory support to the Baja Portalegre effort. It's the first time it has dabbled in cross-country rallying since it withdrew from the sport in 2009, and

this marks a return to a sport that helped to cement its reputation as a maker of durable SUVs.

Key to its previous success, which culminated in two outright Dakar Rally victories, was Masuoka. Now in his 50s and still competing on demanding events such as the Pikes Peak hillclimb, he has returned to drive the PHEV.

The team is managed by technical director Yasuo Tanaka and includes engineers from Mitsubishi's electric vehicle component research department. The car lives in France, at the headquarters of Vaison Sport, which assists Mitsubishi with on-event logistics.

The vehicle uses the plug-in hybrid technology that has helped to make the Outlander PHEV the biggest-selling alternatively fuelled vehicle in the UK, although it has undergone

significant modifications. The control system governing the front and rear electric motors has been altered to deliver a higher output, and the generator and engine – which supply power to the battery and motors – have been modified to increase power output and boost overall system performance. The battery capacity has been increased from 12kWh to 16kWh.

Charging the battery from the mains adds an extra dimension to service halts between the stages. The charging port itself has been moved from its position on the right rear flank of the car to inside the boot, to protect it from the threat of damage in the heat of action.

Despite the changes, the rally car works to the same principles as the road-going Outlander PHEV, making use of its full electric and



Service crew revive the car using a fuse and holder salvaged from a standard PHEV



This is the Outlander PHEV's first outing, but it is already setting competitive times



Some controls are familiar, but yellow 'EV' button isn't your usual fare in a rally car

series and parallel hybrid modes. Most of the time, the car is powered by the battery and driven by the electric motors, while the 2.0-litre petrol engine is used as a generator to supply energy to the battery.

At higher speeds, however, the engine is deployed to also drive the front axle. Whereas the threshold for the engine to kick in is just over 70mph in the road car, it is set at 100mph in the rally car.

Ten competition dampers, beefed-up suspension and generously sidewalled Falken Wildpeak 235/85 R16 tyres give the one-off Outlander PHEV a more imposing, high-rise stance than the production version.

At present, there is no homologation for plug-in hybrids within the FIA's cross-country rule book, so in Portugal the Mitsubishi runs at the invitation of the organisers in the National rally supporting the International event.

Baja Portalegre follows some tricky gravel paths through forests and farmland. A short prologue stage is followed by three tests of 50, 93 and 124 miles.

Masuoka, navigated by Pascal Maimon, sets top-three stage times on the short opening prologue and second stage to lie third overall in the National classification after day one. Then, early next morning, the car grinds to a halt.

"It is linked to a blown fuse in the 12-volt power system," team manager Tanaka explains as car and crestfallen crew are towed back to service.

Retirement looks likely, but after an impromptu team meeting and a quick chat with the rally organisers, the team leap into action. A road-going Outlander PHEV owned by the domestic importer is driven under the team awning and the engineers

rummage in the boot to remove the fuse and its holder from that car and then fix it into the rally car.

"Don't worry, I've got a lift back to Lisbon," says the boss of Mitsubishi Portugal, grinning, as his no-longer-functioning road car is winched onto a flatbed truck.

It takes about 20 minutes to fit the part and breathe new life into the rally PHEV. The resulting time penalties mean that Masuoka plummets to the back of the overall standings, but he does get to tackle the 120-mile final stage.

The Outlander is back on the pace, too. In atrocious conditions, the crew set the second-best time and put more development miles on the car.

Masuoka has a shopping list of things he'd like to develop, among them a different damper set-up and improved water cooling for the rear motor, which was operating close to the top of its range in Portugal. Then there's some weight reduction ("We could add a carbonfibre roof," he says) and changes to the transmission to improve the way the power is delivered.

Masuoka hopes to enter four events next season, starting with a snow event in Russia in February. "The snow rally will be a very good test, especially because we will be running on spiked tyres and in temperatures of minus 23deg C," he says. After that will come Italy and Spain before a return to Portugal at the end of the year.

Masuoka's big dream is an assault on the daddy of them all, the Dakar Rally, to prove the capabilities of this plug-in hybrid in the most gruelling conditions. **A**

Mitsubishi boss Osamu Masuko on Outlander PHEV's success p48

RIDING IN THE OUTLANDER PHEV RALLY CAR WITH MASUOKA

THE DAY AFTER Baja Portalegre, Mitsubishi's return to cross-country rallying is still drawing a crowd. We've decamped to a town called Pego to have a passenger ride alongside Hiroshi Masuoka, and even the local mayor has turned up for a go.

I'm next in the car after the mayor. Compared with a World Rally Car, the Outlander's increased ride height makes it easy to step through the roll cage struts and into the Recaro passenger seat of the right-hand-drive 4x4.

The cabin is a mess of additional wiring, telemetry screens and trip meters, although a few pieces of recognisable Outlander switchgear remain, notably the instruments, air conditioning switches and stubby gear selector. There's no satellite navigation, though. It has been replaced by a screen that shows status reports on the engine, motors, batteries and generator.

The hydraulic handbrake lever, sited within comfortable grabbing

distance for the driver, definitely isn't a standard feature, and neither is the Momo competition steering wheel. On the centre console there's a big, yellow, self-explanatory button marked 'EV'.

Masuoka climbs in, puts on his spectacles and starts the car, pulling away from Mitsubishi's service area in EV mode.

What's most striking are the other noises you can hear without a highly stressed combustion engine roaring away. There's the whine of the electric motors, squeaks and rattles, the sound of the suspension working,



Event marked a new start for Mitsubishi

the patter of loose gravel on the underside and the occasional thump of larger rocks.

It's also impressive the way that the Outlander PHEV gathers extra pace north of around 50mph, after which there's noticeable extra shove.

Masuoka hooks a wheel into a ditch on the inside of a fast right-hander and uses it to pull the car around the turn. "No clutch, no gearchange – just steering, acceleration and brake," he says, grinning, and then lifts a hand from the steering wheel to briefly tug at the handbrake lever as we slither around a tight right-hander.

The Outlander PHEV lacks the extreme sensory assault of a World Rally Car, but it feels as quick as a production-spec Group N rally machine. It's more cossetting than any other rally car I've experienced, the suspension soaking up the ruts and bumps. No wonder the mayor looked impressed.

MATT BURT



Masuoka: "Just steer, accelerate, brake"

'WE HAVE HIGH EXPECTATIONS'

Mitsubishi CEO Osamu Masuko has been celebrating the Outlander PHEV's success. **Steve Cropley** joins him

PHOTOGRAPHY STAN PAPIOR

Mr Mitsubishi is in town to say thank you. Osamu Masuko, chairman and CEO of Mitsubishi Motors since last June, has arrived at Heathrow and will soon head 100 miles west down the M4 to the headquarters of his UK importer in Cirencester, Gloucestershire, to congratulate bosses and staff on a key role in establishing the Mitsubishi Outlander plug-in hybrid SUV as Europe's best-selling electric car.

The Outlander PHEV's success, Masuko admits, is a considerable surprise. When the Outlander first hit the market last year, it caught a freakish groundswell of interest in SUVs and plug-in hybrids that encouraged the local importer to take a bold but well-informed gamble and place an uncharacteristically large forward order.

Customers came running. The result was a mighty upswing in 2014 volume that has increased further this year. First-half UK sales easily beat 7000 units, more than doubling those of the Nissan Leaf and beating the BMW i3 six to one. "I am here to thank everyone," says Masuko-san, "and also to make it clear that we have high expectations for the future." It's a familiar message to those who are successful in business: bigger sales breed bigger targets.

The UK strength has already added lustre to Mitsubishi's recently announced plan to build a five-strong range of green, mostly plug-in SUVs by 2020, which Masuko obligingly sketches for me on paper. This is Mitsubishi's future, he believes, now that battery costs are falling as efficiency rises. Others are reading the same signs, however, and Masuko sees the next phase as coping with increasing competition. "We know a fight is coming," he says, "but the fact that the technology is spreading fast is very positive. It will become a major technology for the future, not a novelty. By 2020 European CO₂ regulations will be much tougher, but we already have one car to answer the new regs and more coming. This is our strength."

Masuko says Mitsubishi's pre-eminence in PHEV technology is already lifting its brand image. "Some of our new customers are quite different from our traditional buyers," he notes.

"They are coming from premium cars, which means we're expanding our target customer base."

What about the fabled Mitsubishi Evo, the super-fast 4x4 Lancer saloon that was a staple model for so long? Masuko agrees the car did plenty for the brand in its day, but "considering the environmental impact and the modest sales volume, it wouldn't be right to develop this car today". Better, evidently, to concentrate on a high-performance version of the Outlander PHEV, the hybrid 4x4 rally car that had its most recent outing in Portugal last month. Using plug-in technology to deliver high performance has plenty of appeal, Masuko admits, but it's hard, and he won't confirm plans for a production model.

Mitsubishi has no ambition to be a big volume manufacturer, Masuko insists, although it does intend to maintain a presence in the highly competitive supermini sector by replacing the lacklustre Mirage, whose replacement will feature an electrified model in its line-up.

"We must keep building our brand image rather than chasing volume," he says. "Adequate pricing is more important than sheer numbers. We see from our home market that the population is ageing, so we can't expect a big upsurge in demand – and there are similar trends in Europe. The best path is to concentrate on selling cars that use specialised technologies others don't have. It's okay to have just one or two of these, as long as they deliver a useful result and you apply them at a high level. This is the way to survive and succeed." **A**



Masuko sketches out Mitsubishi's planned SUV line-up

'We already have one car to answer the new regs and more coming. This is our strength'

Why UK took a risk on PHEV

LANCE BRADLEY IS famous in Japan. Inside Mitsubishi's headquarters, anyway. As boss of the company's UK business, he's the bloke who took a risk on importing the pioneering Outlander PHEV in big numbers – and first demonstrated that car companies in the UK could be successful with plug-in hybrids.

Bradley, who arrived at Mitsubishi from Ford in 2000 and took the top UK job six years ago, knew it wouldn't be easy. "We'd tried the battery-powered i-MiEV in 2009, but the market wasn't ready for that," he says. "People had expected to save money, but they didn't, because it was expensive. Then I drove the Outlander PHEV in Japan and really liked it. People are always polite about new models, of course, but this was different.

"The Outlander PHEV has always been Masuko-san's baby. We both knew the market that would best demonstrate the plug-in's potential in Europe was the UK, but it would take good co-operation and good pricing to give it a good start, because we're still an independent importer. Masuko agreed our pricing strategy: to sell the car at the Outlander diesel's price, after the government grant for electric vehicles.

"I'll never forget the reaction of the first journalists [one of whom was Autocar's Jim Holder] when they drove the PHEV," he continues. "They thought it was good, but they also knew success would hang on the price. When I told them customers would pay the same price as the diesel, they were open-mouthed. It was a really dramatic moment, and of course it led on to the car's success. Last year we sold more PHEVs here than they did in Japan."



Lance Bradley's bold Outlander PHEV gamble paid off



The plug-in SUV is Europe's biggest-selling electric car

SECOND HELPING

New British sports car maker Zenos hit the ground running with the E10 S. Now it's ready to push the boat out farther with a more hardcore model, the E10 R. **Matt Prior** takes it for a spin

PHOTOGRAPHY JOHN BRADSHAW





So many prospective new sports cars pass through these pages that if each one succeeded, we'd have to double the size of the magazine to cope with covering them all.

Sadly, most of those new projects don't succeed, but you could see that the Zenos E10 S was special when it first arrived, that there was something about it, something credible and that the people in charge had a plan: to make a car people would want to buy, not just the car they wanted to build.

By the end of the year, then, 80 Zenos E10 Ss – lightweight, two-seat sports cars with no roof – will have exited the factory gates at

Wymondham in Norfolk. Founder Mark Edwards – co-founder Ansar Ali has taken a back seat but remains a supporter and shareholder – predicts that 120 cars will be sold next year. Production is currently sold out until April, and by the end of January's Autosport International Show Edwards would like orders to cover well over half of the year.

So who's buying E10s? And what do they come out of? Edwards says there is no typical buyer. Some had motorcycles but now have families, some flit between other lightweight brands with no particular loyalty, some have big collections. But what has surprised Edwards is that the E10 S, a 2.0-litre, 250bhp car with no weather gear, isn't necessarily the

preserve of track-day enthusiasts.

We've found that it rides pretty well, with a flow – and lightweight agility – not unlike that of an early Lotus Elise. Maybe that's part of the appeal for road-based drivers, but ditto too the fact, I suspect, that it's priced from an entirely attainable £29,995 – the purpose of

the Zenos exercise in the first place being to bring a new but relatively affordable car to market. But it's also possible that track enthusiasts want something a little more hardcore and are prepared to pay for it.

As if by magic, then, here is the Zenos E10 R. Or at least a development prototype. It's the →



The E10 R is powered by a 2.3-litre Ford Ecoboost engine producing 350bhp



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F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
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640D/335D/535D/435D » 390 BHP
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Zenos hopes to sell 20 to 30 Rs in 2016



Launch spec includes carbonfibre seats



Traction is good, even in the wet, and power delivery is linear



← “fastest, most focused and most thrilling model yet”, according to the firm, and a car that you suspect Edwards and the team just fancied building. They think 20 to 30 of the cars built next year will be this R model, which features a 2.3-litre Ford Ecoboost engine and significantly more power than the E10 S.

The glib way to look at it is that it's the Ford Focus RS motor, although that isn't entirely accurate. Yes, it's the same base unit, sourced through Hendy Power, one of Ford's approved engine suppliers. But instead of the Focus-specific state of tune, Zenos gets its 350bhp at 6000rpm and 349lb ft at 4000rpm via a Specialist Components ECU. Given a dry weight of 700kg, that's good enough for 500bhp per tonne, although in road trim it'll be a bit less than that.

Other changes between the E10 S and R have been born through choice rather than necessity. The car requires no more cooling, so the bodywork remains unchanged (essential when your ethos is keeping costs down), although the 2.3-litre engine comes with a bigger intercooler that's 40% more efficient. Other than that, Zenos has fitted lighter wheels, saving 2.5kg per corner, a six-speed gearbox (the S has five speeds as standard and six as an option) and the S's uprated brakes, plus composite seats with four-point harnesses. The S is priced at under £30,000, while the R is £39,995.

Zenos reckons that, by taking advantage of the traction offered by its mid-engined layout, 0-60mph will be possible in three seconds, with a top speed of 155mph.

Neither is in the offing today, mind, because while we've had a fairly gentle autumn so far, November turned the corner and delivered the kind of bitter, cold and rain-lashed day we'll be seeing quite a lot more of until about March. No, the E10 R isn't fitted with the optional windscreen (although the majority of E10s being ordered are, with few drivers ever taking them off again).

Still, the E10 is much better than, say, a KTM X-Bow at pushing the draught over your head. It's more like an Ariel Atom with wind deflectors in that there's no buffeting, although you're aware that your head is at the forefront of things. You have to wear a helmet, really.

And earplugs. That the airbox is behind your head and the turbo is right there spooling and whooshing makes the E10, even in 2.0-litre form, loud. Add the bigger, 3.0in-diameter exhaust of the 2.3-litre motor and a higher, 1.4bar boost and the R is certainly no quieter.

It has great performance, though. Straight-line traction, even in these conditions, is good, and a full-throttle burst from idle in third, at what must be 20mph, through to the other side of 100mph reveals a strong, linear power band with no flat spots. It

spins to 6800rpm, but there's no need to wring out the last few hundred revs; the R is a track-focused car but, like the S, it can be surfed around on the throttle. The gearlever is 18mm lower than previously, gets a bespoke ball rather than the Ford one and is coupled to a slick mechanism.

There are no suspension changes, but Zenos's head of development, Chris Weston, anticipates that spring rates will probably go up by about 10%, although he's not unhappy with the R's ability to put its power down as it is. The fear is that, being relatively compliant, the Zenos will roll mid-corner until an inside rear wheel spins the power away, necessitating a limited-slip differential that Zenos would rather not have to fit. But given that the R already has decent traction, the extra spring stiffness should see to that. The S has compliance to spare, so the R should remain a bearable road car.

Not that there's any chance of getting enough lateral load into the car to trouble an inside wheel today. This is the first time I've driven a Zenos in these conditions, but it shows how forgiving the chassis is. The Avon ZZR rubber finds decent grip, but there's earlier and more obvious understeer, which you can drive around, and then earlier oversteer (quite a lot of it), which is partly due to the weather and partly the boost. But it remains forgiving and pleasingly adjustable just a few

degrees either side of your chosen line. Even in these conditions, the R just liberates, rather than overwhelms, what's an exceptionally capable chassis.

It looks quite tasty in this colour, too. The first 15 Rs that arrive next year will be in this Drive Edition trim, finished in this grey, with an anodised black chassis, removable steering wheel, carbonfibre seats, removable wheel, adjustable dampers and six-point harnesses.

At £43,995, it's six grand's worth of kit for four grand, but more than that, it's the kind of introductory symbol that creates a ripple of interest as it lands. Encouragingly, it looks like Zenos remains as savvy about selling cars as it does about creating them. **A**

ZENOS E10 R

Extra power liberates yet more potential from the promising new Zenos E10 project



Price	£39,995
Engine	4 cyls, 2261cc, turbo, petrol
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Torque	349lb ft at 4000rpm
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Mini Clubman

The Peter Pan car brand finally grows up with new 'six-door' model

MODEL TESTED Cooper D

● Price £22,265 ● Power 148bhp ● Torque 243lb ft ● 0-60mph 8.6sec ● 30-70mph in fourth 12.0sec
● Fuel economy 51.1mpg ● CO₂ emissions 115g/km ● 70-0mph 49.4m

The Mini brand, under BMW's auspices since 1994, has meant many things to many different buyers. We've had fast and focused (Works GP), pumped-up and alternative (Countryman, Paceman), funky and fun-loving (Coupé, Roadster), sensible and even quietly good value (Mini One). Now it's time to aim for grown-up. Ordinary, even.

The new Mini Clubman may look like an estate version of an upmarket supermini, but it's actually more interesting and less niche: it's Mini's first attempt to lure customers out of a sensible five-seat family hatchback. Since the launch of the 'new' Mini

WE LIKE Competitive cabin and boot space ■ Characterful, authentic Mini look and feel ■ Fun to drive



● Standard headlights are upgraded to adaptive LEDs as part of Mini's Chili Pack. Circular DRLs mark out the posher units. Expect to see a lot of them.



● These 18in 'Star' alloys are another feature of Mini's Chili Pack and so will overwhelmingly be the most common fit. As ever on a Mini, bigger rims mean run-flat tyres are unavoidable.



● Air curtain ducting around the sides of the front valance marks the Clubman out as a BMW design. These upright ducts channel air around the front wheels and reduce drag...



● ...while the vents behind the wheel arches draw air out, creating negative pressure inside the wheel housings, reducing turbulence and improving laminar flow along the body.

in 2001, the company has wondered what to offer customers who've grown out of their Cooper hatchbacks and convertibles. The Countryman has done its bit, although it isn't a mainstream solution. But a full-size five-door Mini hatch with a bigger boot and a more mature dynamic brief? That could be. And that, in this second-generation form, is exactly what the Clubman has become.

In place of the first-gen Clubman, with its limited added practicality and its extra side door misplaced in right-hand drive markets, comes a "mature and sophisticated" family car. It's "a premium vehicle of first-



Old Clubman's practicality was limited

rate materials, excellent luggage capacity and the highest level of ride refinement seen in a Mini", they say.

Significantly longer and wider than both the previous Clubman and the current five-door hatch, the

new Clubman also has a dedicated suspension set-up and is the first Mini offered with an eight-speed automatic gearbox. Engines include three and four-pot turbo petrols and diesels, ranging from 134bhp to 189bhp. Prices start at £19,995 – putting the car within £25, 2mm on overall length and 20 litres on seats-up boot space of Volkswagen's cheapest five-door Golf 1.4 TSI.

So can Mini tone down its trademark 'go-kart handling', turn up the quality, comfort and usability, retain its charm and take one of the biggest hatchback market segments of them all by storm? Let's find out.

DESIGN AND ENGINEERING



Mini could call the previous Clubman a five-door on a technicality, in as much as it had five doors. But two of them were for access to an enlarged but still restrictive boot, and only one granted access to the back seats – and via the wrong side of the car for the utmost convenience of British buyers.

The new model is what the rest of the car-making world calls a five-door – and yet Mini calls it a six-door, now that it has four side doors and ➔

WE DON'T LIKE Can't match quality and refinement of rivals ■ Unexceptional economy and residuals



● Tail-light units are wide, laterally orientated and sited on the doors, rather than poking through hollows in the closures as before. Lower clusters do their job when doors are open.



● The pair of boot doors is a feature that dates back to the Austin Seven Countryman. Seam where they meet creates a blind spot in your rear view – but it's been slimmed down.



● Doors themselves are on gas struts and spring open automatically with a wave of your foot under the bumper, if you've ticked the Comfort Access option. Must be closed nearside first.



● Fin antenna has a red LED on its end; flashing means you've remembered to press 'lock'; a solid red light means you've forgotten. Useful.



● Light ring around the central display mimics the previous Mini's central speedo. It seems to serve no immediately obvious purpose.



● This is the first Mini whose centre console extends to the centre stack. Proper cupholders are welcome; tartan cubby liners are cheery.



● Illuminated door trim is an imaginative design flourish, although you can't vary the colour (blue). This trim is optional; you can have ordinary ones.



MULTIMEDIA SYSTEM

After deciding not to offer the Clubman to UK buyers in entry-level One specification, it must have been easier for Mini UK offer a 6.5in infotainment system and sat-nav as standard across the range.

Our test car went a stage further, being fitted with the Media Pack, which includes an 8.8in colour control display, Mini Navigation XL, Mini Connected XL and enhanced Bluetooth functionality with a smartphone cradle in the car's centre armrest. There's no

smartphone mirroring system, but you can access the likes of Twitter, foursquare, Spotify and Glympe via apps – through your phone's data connection, of course, and provided it's connected via the cradle.

The navigation system is predictably excellent, with input possible using the rotary controller, fingertip trace input or effective voice commands. Our test car didn't have the Harman/Kardon premium hi-fi (£645), but its audio system sounded powerful and clear regardless of that.

◀ retains two at the rear. Whatever it is, it's clear that Cowley only intends to apply the word 'ordinary' to this car in inverted commas.

Its number of doors isn't what sets this car apart, though. The Clubman is now a full-size car. At more than 4.2m long, it fills a typical UK parking space and is 270mm longer than a Mini 5dr hatch, 100mm longer in the wheelbase and 73mm wider.

Mini has done a fine job keeping the car low to the ground and employing idiosyncratic design so the car is still recognisably a Mini – and much less of an affront than the odd-looking Countryman. But your perspective on the car's authenticity to its roots will be informed by how important you think compactness is. For us, the fact that the car looks low and at least relatively slight by full-size hatchback standards makes it just about 'Mini' enough.

Built on the same UKL1 platform as the Mini hatchback, the Clubman diverts from its sibling's mechanical template with entirely redeveloped strut-type front suspension and multi-link rear. Decoupled dampers, mounted on triple-path support bearings, promise better rolling refinement than the regular three and five-door cars, and variable

damper control is on the options list.

British buyers can choose from three and four-cylinder turbo petrol power in Cooper and Cooper S variants, and from Cooper D and SD 2.0-litre diesels. Outputs range from 134bhp to 189bhp – for now. Our test car was a 148bhp 2.0-litre Cooper D manual, which means it missed out on the other mechanical departure for the Clubman: an optional eight-speed automatic gearbox.

INTERIOR



So how big is 'big' in the inimitable world of Mini, and how practical and usable does that make the Clubman?

Lower yourself into any of the five seats and, if you're even remotely familiar with a normal family hatch's interior, you'll see the compromise here – and simultaneously, that the Clubman probably couldn't at once be a true Mini and offer all the comfort, space and convenience of a VW Golf or Audi A3 Sportback.

Still, the car offers more than you expect it to. Long doors grant relatively easy access, and although you sit on slightly short, hard seat cushions and have to bend lower →



● Typical Mini driving position is low and straight-legged. There's plenty of head and leg room, but the short, firm seats don't offer great long-distance comfort.

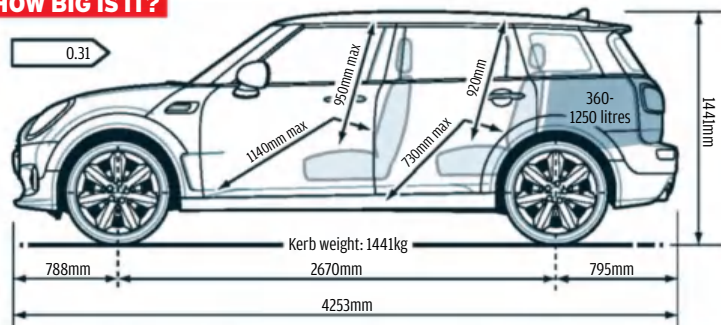


● Tape measure confirms competitive occupant space in row two – although a low hip point makes the available space seem only adequate.



● Boot is as wide and long as those of most full-sized hatchbacks. Space under the load bay cover is shallow, but false floor can be removed or stowed upright.

HOW BIG IS IT?



VISIBILITY

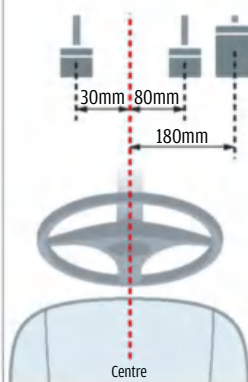
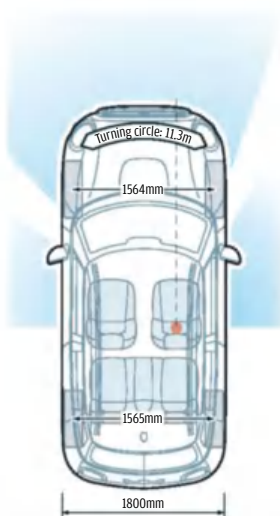
Adequate view forward. Close A-pillars are fairly upright and, though quite wide, easy to see around. Rear view hampered slightly by division of boot doors.

HEADLIGHTS

Adaptive LED headlights fitted as part of Mini's Chili Pack. Good clarity and range, quick to auto-dip.

WHEEL AND PEDAL ALIGNMENT

Pedals splay to the right, but not problematically so. Recumbent driving position helps to mitigate the offset. Steering column is widely adjustable.



◀ than usual to get to them, there's good leg, knee and head room in both rows, with enough in the back even for two larger adults.

The driving position is low and straight-legged. The seat lacks the cushioning you'd want for prolonged daily driving, but it's adjustable and comfy enough. The dashboard is more formal-looking than that of the Mini hatch, with neater and more understated air vents and more discreet and refined decorative elements. But the main features are familiar, from the column-mounted dials to the circular pod crowning the centre stack and housing the large infotainment display.

There's no shortage of charm – that could be depended upon – but there are more practical touches than you'll find in smaller Minis. The Clubman has bigger door bins and better cupholders than its siblings and a proper armrest cubby.

At the back, the 360-litre boot measures up as long and as wide as

those of most C-segment hatchbacks. It's a bit shallow with the false floor in place, but not so with it removed or latched upright – and there are side cubbies, lashing points and carrying hooks, too. Optional 40/20/40 split-folding back seats make good use of the through-loading space.

Material quality is good, but not quite good enough to convince an A3 owner that he's made a rash buying decision. But such is the difference between the highest perceived quality standards in superminis and premium-brand five-doors. It's a gap the Clubman fails to bridge in the most convincing way – although the character of its cabin covers the shortfall quite well.

PERFORMANCE



Being both a bit lighter and slightly shorter-geared in its uppermost ratios than a typical diesel C-segment

hatchback (and wanting for little on outright power or torque), the Clubman is a competitor here in the simplest of terms.

Even in lower-range diesel form, it set faster times when accelerating from rest to 60mph and 100mph than the 148bhp diesel examples of the Golf and Volvo V40 we've figured recently. And, needing 12.0sec to get from 30-70mph in fourth gear, it set an equally competitive standard on real-world flexibility, being faster than the Volkswagen but slower than the Volvo.

Making a proper family hatchback, however, is about more than peppy speed. The way your all-purpose five-door delivers its speed is at least as important as how much of it is given up. And it's here, in the specifics of how it responds to your inputs, that Mini shows its inexperience in fulfilling such a brief.

Although it's smooth enough and quiet during cruising, there's a gruff edge to the 2.0-litre diesel's vocal

signature under load that you'd be unlikely to find in a fully fledged compact premium hatch. The engine is reluctant to pull from very low revs, too, as well as uncharacteristically breathless for a BMW diesel over the final 20% of its operating range. And being paired to a manual 'box with some unnecessary notchiness in its shift doesn't help it to feel particularly refined or sophisticated.

On rolling refinement, the Clubman conforms to standards similar to those that new Minis have hit for a decade or more, but unfortunately for Mini, those are standards that it needed to exceed this time around. Run-flat tyres, short springs and stiff resonance pathways into the cabin make for plenty of noise filtering into the cabin over coarse surfaces, while those straight, upright A-pillars and large, round door mirrors produce plenty of noticeable wind rustle.

On both fronts, a premium supermini could be forgiven for

TRACK NOTES

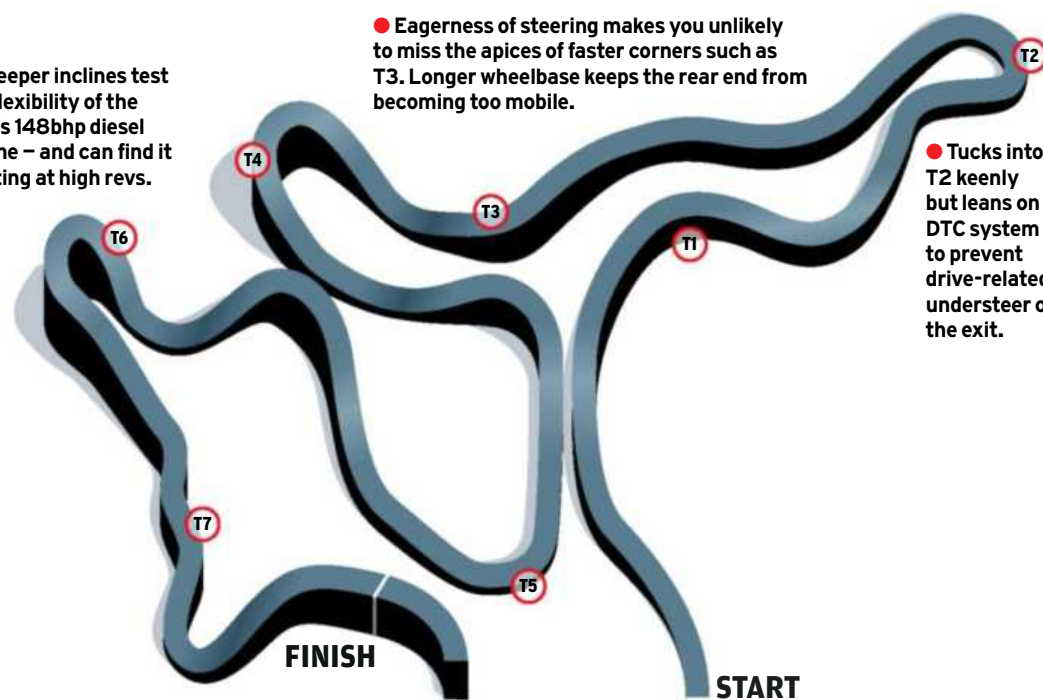
The Clubman takes to hard driving with an eagerness and zeal similar to that found in any of its rangemates. Shunning body roll for immediate steering response just off centre, it tucks in to corners in super-keen fashion but differentiates itself by flowing from turn-in point to apex with much more of a natural progression than shorter-wheelbase Minis, in turn allowing you to feed in steering angle gradually and get a feel for the grip level underneath you.

The stiffness of the car's suspension prevents it from rolling hard enough to create extremes of lateral grip, instead creating roll-understeer in the car's handling and pushing the front wheels wide in tighter corners. For that reason, patience in reapplying power on the corner's exit is advisable – although the Clubman's DSC and DTC systems prevent any unseemly scrabbling from the front end.

● Steeper inclines test the flexibility of the Mini's 148bhp diesel engine – and can find it wanting at high revs.

● Eagerness of steering makes you unlikely to miss the apices of faster corners such as T3. Longer wheelbase keeps the rear end from becoming too mobile.

● Tucks into T2 keenly but leans on DTC system to prevent drive-related understeer on the exit.



ACCELERATION

Mini Cooper D Clubman 12deg C, dry

Standing quarter mile 16.8sec at 82.5mph, standing km 31.0sec at 105.0mph, 30-70mph 8.2sec, 30-70mph in fourth 12.0sec



Volvo V40 D3 (2012) 14deg C, dry

Standing quarter mile 16.9sec at 83.2mph, standing km 30.9sec at 105.1mph, 30-70mph 8.7sec, 30-70mph in fourth 11.4sec



BRAKING 60-0mph: 2.94sec



The ride is quite choppy on standard dampers, 18in alloys and run-flats



Handling responses are likely to be more in tune with most people's inputs than those of other Minis

transgression – particularly one with the dynamic joie de vivre of a Mini. But a compact-premium hatch is subject to tougher expectations.

RIDE AND HANDLING

★★★★☆

The good news here is that, thanks to that longer wheelbase and marginally more supple springing, the Clubman isn't such an acquired taste to drive as its smaller hatchback cousins. The less good news is that it isn't as broad-batted as it needs to be to replace an ordinary C-segment hatchback in the day-to-day routine of a disinterested family driver. Nevertheless, the car feels like it strikes the right kind of dynamic resolution, firstly because it's easier-going, more comfortable and less highly strung than every other Mini, and secondly because it's still fun to drive. And any Mini that wasn't the latter wouldn't be worth its salt.

The Clubman's more progressive handling and slightly gentler, softer ride frequency will also endear it to those who simply couldn't tolerate the terrier-like manners of other

Minis. Although you need to do more with the steering wheel than the Mini faithful may be used to doing in order to commit the Clubman to a tight corner or negotiate a roundabout, you don't feel like you're doing much. More to the point, the Clubman turns in crisply and sweetly, with instant response away from the straight-ahead. But it doesn't surprise you by shifting its weight and pivoting underneath you before you've had time to register that the car has begun changing direction – like shorter, firmer-sprung Minis sometimes can. It operates with handling responses that are likely to be much more in tune with most people's frequency of inputs – and that's probably the Mini Clubman's biggest dynamic success.

Drive above everyday speeds, hard through a few corners, and you'll find that it's game and sprightly, hanging onto the road fairly hard and communicating grip levels quite well through its controls. It generates less lateral grip in outright terms than other hatchbacks because of its stiff rear end and its inability to roll – and therefore falls victim to roll-understeer more than you might

expect. But not before it has amused you with its initial agility.

Could the car ride better? Of course it could. Shortness of travel in the suspension makes the ride quite reactive over a choppy B-road – or at least it did on the standard passive damping of our test car. The firmer damper settings of Mini's variable damper system may help it there, however. Similarly, smaller rims and non-run-flat tyres might take a bit of the apparent edge out of the car's often thumpy secondary ride.

BUYING AND OWNING

★★★★☆

Mini UK's most contentious decision here is not to offer the Clubman in the entry-level One specification that buyers in other markets can access – which means that both the cheapest and the most frugal three-cylinder versions are off the menu for us Brits.

The decision will have been taken partly because we've got a record of embracing the Mini brand and spending plenty of cash on its cars over the years – and so a better-equipped, more premium-brand

position makes financial sense for BMW. It'll also better protect residual values, which our sources expect to be competitive, although not outstanding – and therefore, for the first time in living memory for a Mini, perhaps in need of protection.

It's an inevitable shame for would-be fleet users not to have access to the only version of the Clubman with sub-100g/km CO₂ emissions. If that barrier is still in place by the car's mid-life facelift, we'll be surprised.

As a result of the higher-end positioning, however, Mini can afford to fit its 6.5in colour infotainment system, with iDrive-style controller and Mini Navigation, as standard to all cars. It also continues with its established Mini TLC five-year servicing package for £349 – which could be half the cost of servicing a rival over the same period.

Real-world fuel economy is, just like residual values, adequate but far from outstanding. Our Cooper D Clubman averaged 51.1mpg for our True MPG testers. It's the kind of return we've seen from much higher-output diesel versions of the Volvo V40 and Volkswagen Golf over the past two years. →

MINI COOPER D CLUBMAN

On-the-road price	£22,265
Price as tested	£30,160
Value after 3yrs/36k miles	£11,525
Contract hire pcm	£284.84
Cost per mile	41.4p
Insurance/typical quote	18/£562

EQUIPMENT CHECKLIST

6.5in colour infotainment system	■
inc navigation, Mini Connected,	■
Bluetooth and DAB radio	■
Sports steering wheel	■
with remote controls	■
Centre armrest	■
Extended interior lighting	■
Automatic headlights and wipers	■
Cruise control with brake function	■
and speed limiter	■
Chili Pack (inc part-leather sports	
seats, LED headlights, 18in alloys,	
auto air-con and Comfort Access)	£2785
Media Pack (inc Mini Navigation XL	
and enhanced Bluetooth)	£1010
Through-loading system	£200
Driving Assistant Pack	
(inc active cruise control)	£810
Metallic paint, Pure Burgundy	£515
Chester leather, Indigo Blue	£815
Options in bold fitted to test car	
■ = Standard na = not available	

RANGE AT A GLANCE

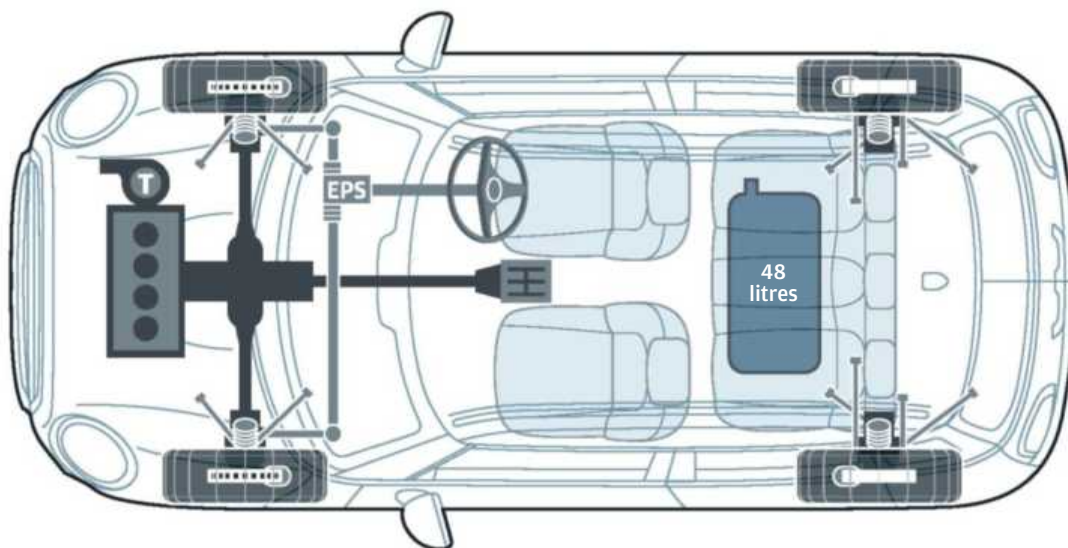
ENGINES	POWER	FROM
1.5i Cooper	134bhp	£19,995
2.0i Cooper S	189bhp	£22,755
2.0d Cooper D	148bhp	£22,265
2.0d Cooper SD	187bhp	£24,255

TRANSMISSIONS

6-spd manual	■
8-spd automatic	■
(6-spd automatic on 1.5i Cooper)	£1595

TECHNICAL LAYOUT

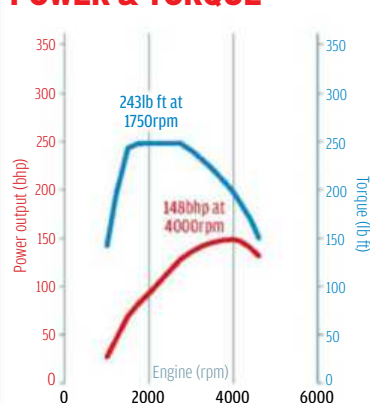
Based on the same UKL1 platform found underneath the Mini hatchback and various compact BMWs, the Clubman has a transverse-mounted front engine, a standard six-speed manual gearbox or optional six or eight-speed automatic and driven front wheels. Suspension is all-independent. It's 270mm longer and 76mm wider than a five-door Mini hatchback.



ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1995cc, diesel
Made of	Aluminium block and head
Bore/stroke	84.0mm/90.0mm
Compression ratio	16.5:1
Valve gear	4 per cyl
Power	148bhp at 4000rpm
Torque	243lb ft at 1750rpm
Red line	5200rpm
Power to weight	112bhp per tonne
Torque to weight	184lb ft per tonne
Specific output	74bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1320kg/1441kg
Drag coefficient	0.31
Wheels	7.5Jx18in
Tyres	225/40 R18, Pirelli Cinturato P7
Spare	Run-flats

TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	1st 3.92/5.6 2nd 2.14/10.3 3rd 1.28/17.2 4th 0.92/23.9 5th 0.76/29.0 6th 0.63/34.9
Final drive ratio	3.39:1

ECONOMY

TEST (TRUE MPG)	Urban	50.3mpg
	Extra-urban	51.9mpg
	Average	51.1mpg
CLAIMED	Urban	55.4mpg
	Extra-urban	70.6mpg
	Combined	64.2mpg
	Tank size	48 litres
	Test range	540 miles

SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Multi-link, coil springs, anti-roll bar

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.5
Turning circle	11.3m

BRAKES

Front	Ventilated discs
Rear	Solid discs
Anti-lock	Standard, with Brake Assist

CABIN NOISE

Idle	45dB
Max rpm in third gear	71dB
30mph	60dB
50mph	64dB
70mph	67dB

SAFETY

ABS, EBD, CBC, DSC, DTC, EDLC	
Euro NCAP crash rating	Not tested

EMISSIONS & TAX

CO ₂ emissions	115g/km
Tax at 20/40% pcm	£78/£156

ACCELERATION

MPH	TIME (sec)
0-30	3.2
0-40	4.5
0-50	6.5
0-60	8.6
0-70	11.4
0-80	14.8
0-90	20
0-100	25.9
0-110	34.7
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

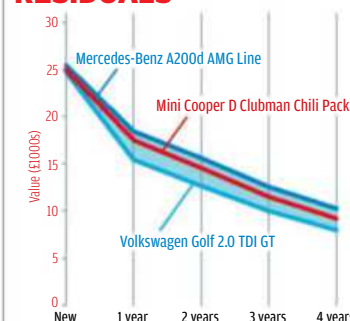
MPH	2nd	3rd	4th	5th	6th
20-40	2.7	4.3	7.8	-	-
30-50	3.8	4.1	5.9	8.3	13.8
40-60	-	4.4	5.9	7.4	10.2
50-70	-	5.3	6.2	7.8	10.0
60-80	-	7.2	7.0	8.3	10.9
70-90	-	-	8.2	9.2	11.8
80-100	-	-	10.4	10.8	13.5
90-110	-	-	17.1	13.8	-
100-120	-	-	-	-	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

MAX SPEEDS IN GEAR

29mph	89mph	132mph
5200rpm	5200rpm	4557rpm
1	3	5
2	4	6
53mph	124mph	132mph*
5200rpm	5200rpm	3777rpm
		*claimed

RPM in 6th at 70/80mph = 2003/2289

RESIDUALS



● Chili Pack bolsters RVs to the point where they're better than a volume hatch but not quite class-leading.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Mini Clubman, contact Mini Customer Services, Mini UK, Summit One, Summit Ave, Farnborough, Hants GU14 0FB (0800 0836 464, minico.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322889).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Mini Clubman

AUTOCAR VERDICT ★★★★★

Grown-up Mini is respectable – if uncomfortable – in long trousers



As an extension of the Mini brand, the Clubman is a good car but not a great one. It'll doubtless do a better job than its predecessor at retaining Mini owners, but we suspect it won't broaden the customer base as far as will be hoped. Greater usability and sophistication is delivered – to a point – and it is surprisingly practical, but its cabin is harder to access than those of most C-segment hatches and its qualitative substance isn't up to the top compact premium standards.

The powertrain has authority but not the refinement to really leave its mark, while the ride and handling are typically Mini: vivacious and fun-loving, but missing that final shade of subtlety.

As a bridge to the outside world for Mini owners, or a last rung on the ownership ladder, the Clubman works and earns its place in the showroom. But as an alternative to a mainstream premium-brand hatchback, it's something of an impostor – albeit a likeable rogue.

TESTERS' NOTES


MATT SAUNDERS
After much faffing in the menus, I managed to get the ambient light ring on the centre of the dash to do something vaguely useful: to act as an auxiliary rev counter.



NIC CACKETT
Puddle lighting on a family hatchback officially makes it passé in my book. Clubman's just tediously repeats the brand logo, too. Would the Batman signal not have been cooler?

SPEC ADVICE

Have a Cooper D auto, with the Chili Pack (£2785), Media Pack (£1010) and variable damper control (£450) – but ask the dealer to throw in a smaller set of alloys on non-run-flats, and a spacesaver spare.

JOBS FOR THE FACELIFT

- Work on refinement. Cabin insulation and NVH are poor by the class's standards.
- Give us the entry-level One models, please.
- Fit interior handles to the boot doors. You shouldn't have to reach around them to swing them closed.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
Model	BMW i3 Range Extender	AUDI A3 2.0 TDI 150 Sport Nav	VOLVO V40 D3 SE Nav	MINI Cooper D Clubman	BMW 118d Sport 5dr
Price	£29,130 (after gov't grant)	£24,485	£24,720	£22,265	£24,390
Power	168bhp at 4800rpm	148bhp at 3500rpm	148bhp at 3750rpm	148bhp at 4000rpm	148bhp at 4000rpm
Torque	184lb ft at 1rpm	251lb ft at 1750rpm	236lb ft at 1750rpm	243lb ft at 1750rpm	243lb ft at 1750rpm
0-60mph	8.1sec	8.6sec (claimed, to 62mph)	8.4sec (claimed, to 62mph)	8.6sec	8.3sec (claimed, to 62mph)
Top speed (claimed)	93mph	135mph	130mph	132mph	132mph
Fuel economy (combined)	471mpg	68.9mpg	74.3mpg	68.9mpg	68.9mpg
Kerb weight (claimed)	1390kg	1305kg	1561kg	1320kg	1425kg
CO₂/tax band	13g/km, 5%	108g/km, 19%	99g/km, 17%	115g/km, 21%	109g/km, 19%
Verdicts on every new car, p76	Fave high-end small car happens to be an EV. Could revolutionise your motoring. ★★★★★	Quality cabin, peppery engines, cheap to own. A properly grown-up effort. ★★★★★	Pretty Volvo has a fine engine and pleasing dynamic manners. A bit small, though. ★★★★★	'Six-door' Mini still not as rounded as some. Usable and cheerily alternative. ★★★★★	Strong performance, but not as roomy or fine-handling as BMW's wider standard. ★★★★★

LETTER OF THE WEEK

Lust at first sight

It's been a long time since I've lusted after a Japanese coupé. You need to go back to the early 1990s and the Nissan 300ZX I owned and loved, along with its rivals, the Toyota Supra and, of course, the Mazda RX-7. And now? Bam! The Mazda RX-Vision (News, 4 November) is drop-dead gorgeous and as pretty as anything Aston or Jaguar currently produce.

Please, Mazda, on the road to production, do not water down those looks. Shrinking it to fit the MX-5 platform will most likely ruin the proportions. Be bold and keep those stunning looks.

As for rotary power, in a world of ever-increasing emissions control, I think Mazda will need all the luck in the world, but if it can do it, I'll be the first to applaud.

Paul Tucker
Newbury, Berkshire



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

TIME FOR A NEW FORD CAPRI

I understand the economies of scale when it comes to car production, but it seems to me that Ford has not considered the complete picture with regard to coupés.

It is creating a European version of the Mustang, yet it has a fantastic history and following in Europe with the Capri, and some excellent powertrains currently employed in the sporting Focus models. So why not create a new coupé model – possibly based on the Focus – and revive the Capri name?

If it had a reasonable price, it would sell in massive numbers.

Nik Crosthwaite
via email

MERCEDES-BENDS THE GL

I've just seen pictures of the Mercedes GLS. Eeeeach! Block bodied, with a face only a mother could love. At least

Bentley toned down the face of the EXP 9 F concept from offensive to bland on the Bentayga.

Donald MacKay
Inverness

IMPRESSIVE IMPREZA

The new Subaru Impreza WRX hatchback shown at Tokyo looks good, but a 1.6-litre flat four turbo is going to disappoint enthusiasts (News, 4 November).

Please wake up, Subaru, and give us a fast but not necessarily hardcore hatchback again.

I've had a Subaru Impreza WRX Turbo from new since 2009, upgraded with a Prodrive pack to 265bhp (from 235bhp) and it still feels special every time. It has now done 105,000 miles and nothing has ever gone wrong.

The nearest equivalent hatch on sale today is the VW Golf R at £30,000. Mine is probably worth about £7000, but I



Ford's Capri still has a strong following

think I'll keep it and just continue to test that legendary Subaru reliability.

Adrian Baker
Lyndhurst, Hampshire

DOUBLE TROUBLE

Matt Prior, I fear you may have fallen for a trap set by Volvo's sneaky marketers in highlighting its mangled language to describe British double acts. You have given them some free advertising space (Tester's Notes, 4 November).

You even published a picture of the car. I reckon when they saw your article, they all said: "Back of the net!"

The irony is not lost on me that I am now giving further oxygen to its cunning plan by writing this email. You had better not put this in your letters column.

John Roberts
Sutton Coldfield, West Midlands

GIVE ME DIESEL OVER ELECTRIC

I still don't quite get electric cars.

I have just returned from a wonderful motor tour to Spain – stunning roads over the Pyrenees and across the high, empty plains of Spain. We have a diesel Jaguar XJ and every mile was a pleasure.

I spent about £4700 on the whole holiday, which included great hotels, food and wine. Of this, with French and Spanish diesel at well under £1 a litre, only about £200 went to fuel the car.

The only range anxiety I had was



Is it time for two-tone paint schemes to make a return?

AUTOCAR

What you're saying on autocar.co.uk

VW Group design chief Walter de Silva to leave company

VW and Audi designs of the past decade, no matter how clinical, are timeless. Dieseltgate has spoilt some well-designed machines.

Mini2

De Silva designed the Audi A5 Coupé – the design he's most proud of.

Bezor Ta

He created the 'single-frame' grille, Audi's



most distinctive design feature, and set a trend.

Concinnity

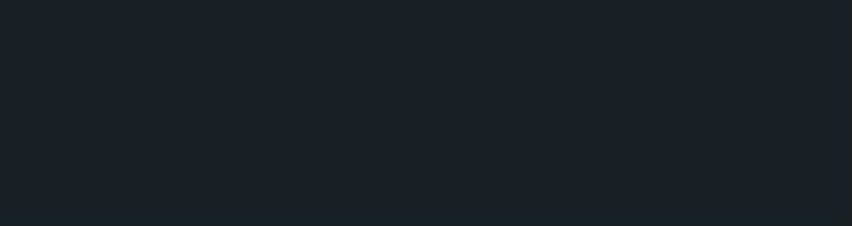
He was responsible for Alfa Romeo's

resurrection. He drew the 156, one of the company's most important designs. It made a far more lasting impression than the Giulia.

Voyager12

De Silva has an excellent design record. At 64, he's too young to retire, so maybe he'll go back to Alfa Romeo.

MrJ



Supercharged or
atmo: which is better
in the Ariel Nomad?

whether I could I get the Jag to cruise at over 50mpg. Yep, I saw 53mpg across La Mancha.

So why would I want an electric car? I don't think any could even get me to the Channel Tunnel.

Geoff Moir
via email

NIFTY SHADES OF SPRAY

I read your review of the Range Rover SDV8 SVAutobiography (First Drive, 11 November) with interest.

It got me thinking, though. When was the last time a major manufacturer sold a two-tone car in the UK?

I'm thinking old-school, proper two-tone here, not Mini-style contrast roofs or Outback-style body cladding.

Back in the day, they were quite the thing: Silver Shadows, Zodiacs, Crestas, Bel Airs and so on.

I'm quite partial to a good two-tone

myself, my all-time favourite being the Austin-Healey 3000 with light metallic blue and cream.

Mike Spencer
via email

GO RACING, JAGUAR

I totally agree with Andrew Jeffery (Your Views, 11 November) that Jaguar needs to enthrall the youth market with a competition programme.

Just last week I wrote to Jaguar Land Rover's chief marketing officer to suggest a graduated campaign, starting with the BTCC and ultimately leading to the LMP category at Le Mans.

Also, I have recently taken delivery of an XE, a diesel manual. I had intended to have an automatic but found I was using the paddles so much on the test drive that a manual made more sense.

Apart from that, the car is great and getting better by the mile. I'll be following the experiences with your long-term test car with much interest.

David Dunbar
via email

PRIOR KNOWLEDGE

Matt Prior is about to cost me around £58,000. That's because I'm intending to buy a full-spec Ariel Nomad, and the decision to put down the money was, to a very large extent, based on Matt's writing.

I state this up front to justify the vital question I'd like to ask him: supercharged or not? Which one would he take?

The car I've ordered will have Öhlins suspension, a hydraulic handbrake, roof lights and two sets of wheels. Where will I drive it? I do not know; I have yet to find the place.

Tomas Hardt
Prague, Czech Republic
Bejaysus, no pressure. I'd go with the supercharger. You don't have to use all the throttle, after all – MP



NEXT WEEK

Inside the magazine – on sale 2 December

USED CARS



25 years of Bangernomics Ruppert on getting more bang for your used car bucks



FIRST DRIVE

VW Golf GTI Clubsport
First impressions of the most powerful production Golf GTI yet



COMPARISON

Merc GLC vs Disco Sport
German mid-sized SUV goes head to head with its Land Rover rival

ROAD TEST



Jaguar XF Our experts assess the 2.0 diesel variant of Jag's new exec saloon

CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet



Audi A4

FIRST REPORT We road tested this very car and found it a strong contender but dynamically plain. Will the pros outweigh the cons over time? We're about to find out



Strange, isn't it, how the German executive saloon market has developed its own little cliques? If you want the driver's car, you pick the BMW 3 Series. For the smartest interior, you go for the Audi A4. And the Mercedes-Benz C-Class flits between the two, depending on the generation.

So as we start a six-month tour of duty with Audi's latest A4, it's fair to say that our expectations are pretty well set. We've road tested the A4 – the very A4 you see here, in fact – and awarded it a solid four stars, without ever feeling like it rewrites the rule book on dynamics. "It has a well-judged handling compromise for the majority of A4 owners," concluded our road testers, before adding: "What's disappointing is that the car isn't a more poised, involving thing to drive." Ouch.

That the A4 emerged from this rather

bruising analysis of its enthusiasts' credentials with four stars is testament to how strong the rest of the package now is. The strongest point, right on message, is the cabin, which is superbly built, beautifully finished and uncluttered to the point of sophistication. But we were also impressed by the engineering involved – not least an EU6-compliant engine that has 187bhp and emits 113g/km of CO₂ with a seven-speed dual-clutch automatic gearbox.

We're going to be putting the best and worst of the A4 experience to the test, because our car is a fully laden example that showcases as much of the available tech as possible, at a fairly eye-watering price. That mechanical line-up aside, it's in S line trim, which brings sports suspension (not great) plus three-zone climate control (better) and LED headlights and tail-lights (jury's out).



Cabin is superb; driving the car feels less special

LAND ROVER DEFENDER	LEXUS NX300H	MAZDA CX-3	MAZDA MX-5	MCLAREN 650S SPIDER	MERCEDES-BENZ E-CLASS ESTATE	RANGE ROVER SPORT	RENAULT TWINGO	SKODA FABIA	SKODA OCTAVIA	SSANGYONG TIVOLI	SUZUKI CELERIO	VAUXHALL CORSA VXR	VOLKSWAGEN GOLF R
													
Matt Prior	Mark Pearson	Mel Falconer	Matthew Burrow	Mark Tishshaw	Andrew Frankel	Steve Cropley	Matthew Burrow	Tom Webster	Matt Burt	John McIlroy	Steve Cropley	Mark Tishshaw	Allan Muir

We're swapping these 19in wheels for 18s; ride should benefit



Corners on a country road do not play to the strengths of the A4



S line spec includes LED headlights and tail-lights



A4's 187bhp 2.0 TDI emits 113g/km with S tronic



We awarded it four stars without feeling like it rewrites the rule book on dynamics

Our car then has the sort of options list that Audi likes to apply to many of its press vehicles – which is to say it's exhaustive. There's a mixture of black leather and Alcantara on the seats (£450) and variable front headrests (£125). But these are just the appetisers for the real meat of the options list, which comes through packages.

Our car has the Vision Pack (a head-up display and Audi's natty 12.0in screen that replaces the traditional instruments), the Storage Pack (stay calm: it's a storage net, rear cupholder and bag hook in the boot) and the Driver Assistance Pack (adaptive cruise control and collision avoidance).

Best of all, though, it has the Technology Pack, which brings an 8.3in widescreen display in the centre of the dashboard for Audi's MMI infotainment system, high-resolution Google maps navigation, on-board audio storage, more system controls on the steering wheel and a 'phone box' that includes inductive charging for smartphones. No one can say our car wants for creature comforts, even if the combination of sports suspension and 19in rims risks undoing that through ride quality and road noise.

These bundles don't come cheap, though. The Technology Pack alone weighs in at £1450. So by the time our

car's final specification comes whirring out of the Audi configurator, its price is a whisker shy of £40k. Even for a vehicle that will predominantly be chosen as a company car, that's a hefty figure. You could have a well-equipped BMW 520d or a V6 diesel Jaguar XF for the same money, in fact.

Indeed, in the longer term we're lining up one of the six-cylinder diesel A4s that seem to offer bargain company car tax rates with smoother, stronger performance. Crucially, we'll spec it ourselves, so there's hope that it could cost roughly the same while offering a more cossetting experience and even more accomplished performance.

But it seems suitable, at this point, to hand this fully laden four-cylinder A4 saloon to a man who has experienced the full gamut of its predecessors, good

and bad, and whose proficiency as a keen driver is beyond question. So by the time you read this, the Audi will have had the optional 19in rims you see here swapped for the standard 18in items and then been dispatched west to the driveway of one Andrew Frankel. We can only wish it well. Six months with him could make the Autocar road test look like a mere blast down the autobahn.

john.mcilroy@haymarket.com

Audi A4 2.0 TDI 190 S line S tronic

Price £34,030 Price as tested £39,030

Options Technology Pack £1450, Driver Assistance Pack £1400, Vision Pack £1150, black leather and Alcantara seats £450, Storage Pack £175, variable front-seat head restraints £125 Economy 44.8mpg Faults None Expenses None

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Fiat 500X

Mileage | 2993 You can throw everyday life at Fiat's style-led soft-roader and it just deals with it all so effortlessly

We're cruising up to the 3000-mile mark in the 500X, and I'm pleased to report that we've encountered no nasty surprises.

Indeed, the positive early impression has only been enhanced over the past few weeks. The 500X has successfully wormed its way into my life – not through exceptional handling or refinement, but by offering convenience. If I'm running short on time of a morning – and that's an alarmingly frequent problem with two children – I can get the Fiat loaded and on the way in under a minute.

There's no need to worry about the headlights, because they're automatic. There's no need to think too hard about squeezing out of a tight parking space, because the 500X's light steering and decently tight turning circle make that easy. The boot could struggle to hold enough luggage for a week away, but it's more than capable of dealing with everyday bags and boxes and has a wide aperture, so it's easy to chuck stuff in there. It's amazing how ease of use can make a difference to your life, just by reducing the amount of stress.

Even if I'm going beyond the school



Lots of room here for everyday clobber



Upgraded Navigation Pack on our car cost an extra £1000, but it's an excellent system

run, the 500X's navigation system makes it easy to get up and running in a hurry. Our upgraded Navigation Pack isn't particularly cheap, at £1000, but I think it's one of the best systems I've encountered. Unlike lots of other set-ups, you can just stab in the postcode, skip any extra detail and start getting directions within a second or two. It's a doddle to use and quick to respond to inputs. What's not to like?

Our car's 1.6-litre Multijet II diesel engine isn't the smoothest at start-up, but I can't say it has really annoyed me around town – and on the open road, the relatively large wheels create enough road roar to drown it out. Fuel economy is respectable, too. The trip's stated average of 48.9mpg is some way off the official figure of 68.9mpg, but I'm

happy enough with it, given that the car spends most of its life in the rat runs on the outskirts of south-west London. I do wonder, though, if the 1.4-litre turbo petrol engine would be a bit smoother and not much worse on economy.

If I do have a gripe with the Fiat, it's to do with visibility. I'm not the tallest of drivers, admittedly, but although I've secured a seating position that allows me a clear view of the road ahead, I do find that the enormous plastic surround at the back of the rear-view mirror does a stellar job of blocking my view of traffic lights if I'm at the front of the queue.

This isn't an insurmountable problem. The fact that the thick A-pillar partially obscures the passenger-side mirror is more of an issue. I know it's a style-focused creation, the 500X, but



Visibility is impeded by mirror and A-pillar



Multijet II drinks a gallon every 48.9 miles

given that it's the type of car that could spend a lot of its time in town, I'm surprised that all-round visibility isn't a little better.

I also find it odd that on a car with the upgraded Beats stereo, there aren't any volume controls on the steering wheel for the in-car audio. You get controls for Bluetooth connections, weirdly – but then, perhaps Italians spend more time chatting to their friends on their mobile phones instead of listening to Radio 2. michele.hall@haymarket.com

Fiat 500X 1.6 MultiJet II Off-road Cross

Price £20,095 **Price as tested** £24,720

Economy 48.9mpg **Faults** None

Expenses None **Last seen** 28.10.15

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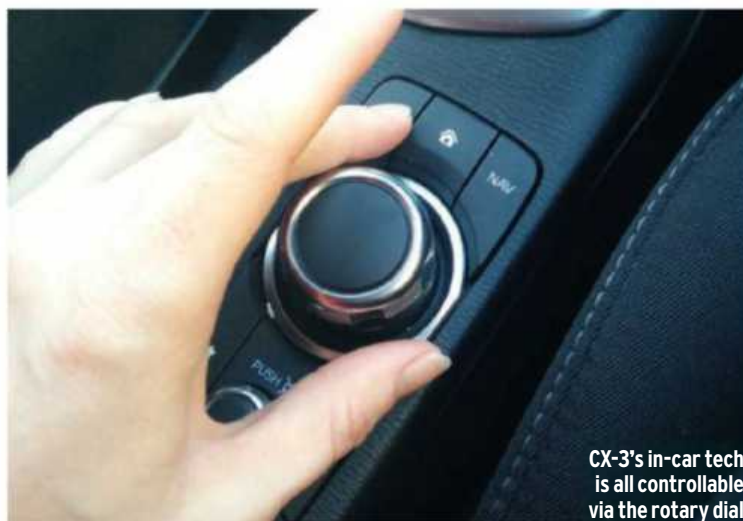
1. The Alternatives PCP finance plan shown above is only available to customers aged 18 and over, subject to status only through **Shogun Finance Ltd T/A Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 0DY**. Finance Mitsubishi is part of Lloyds Banking Group. Alternatives figures are based upon an annual mileage of 10,000, excess mileage will be chargeable. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide. Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Offer available at participating dealers between 29th September to 29th December 2015. 2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. 32 mile EV range achieved with full battery charge. 510 miles achieved with combined full battery and petrol tank. Actual range will vary depending on driving style and road conditions. 5. CO₂ Emissions: 44 g/km.

Mazda CX-3

Mileage | 3670 It's proving to be an urbane urbanite, as long as you can avoid big kerbs

The more I drive the CX-3, the more I appreciate what an enjoyable car it is for urban commuting, as well as discover useful features and, inevitably, certain foibles along the way.

Let's start with the good stuff. The cabin is a pretty civilised place, with its neat, textured dashboard and solid (albeit fairly hard) plastics in all the areas of high wear and tear. The easy-to-read 7.0in colour touchscreen is, for me, the highlight, though. It's easily one of the best systems in the small SUV class to use, especially compared with the Citroën C4 Cactus's or Fiat 500X's. I've used both of these rival systems a fair bit. The C4's touchscreen is too slow to respond and controls the air-con function, which is clunky and annoying. The Fiat's is easier to use, but its graphics look low-tech in comparison.



CX-3's in-car tech is all controllable via the rotary dial



Touchscreen set-up is very impressive

I have also discovered that the CX-3's touchscreen locks when your speed gets above around 5-6mph. This has caught me out a few times, because I was jabbing fruitlessly at the screen at higher speeds and nothing was happening. It's a safety feature and makes sense. Instead of taking your eyes off the road to look at the icons you're trying to hit, you can control all of the functions via the rotary dial and shortcut buttons between the front seats, so you can keep looking ahead.

I've also found that the CX-3's front ground clearance is, surprisingly, on the low side, partly due to the shape of the neatly styled bumper. I know this because I have to bump up and down kerbs every night to park on my narrow road. In some places these kerbs are unusually high, so I have to judge whether I can mount them safely without scraping everything.

Another slightly annoying issue is a faint knocking noise from around the front passenger seat. It seems to be worse when that seatbelt is in use, but I need to take a good look and check exactly what's causing it. I've just joined a CX-3 owners' forum and will see if anyone else has this or a similar issue.

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Mazda CX-3 2.0 Skyactiv-G 120PS SE-L Nav

Price £19,595 **Price as tested** £20,135

Economy 35.8mpg **Faults** None

Expenses None **Last seen** 21.10.15



BMW 220d Active Tourer

Mileage 11,850

Part and parcel of being a photographer means travelling to different locations on a frequent basis, so navigational assistance is a necessity. Thankfully, the 220d Active Tourer is fitted with sat-nav.

It's nice to have a system that is

not only easy to use but can also be trusted. BMW's iDrive-based sat-nav is a doddle to operate, whether it is inputting a town or city name, or a postcode, via the rotary controller.

The 2 Series Active Tourer's iDrive dial has a touch-sensitive pad, fitted as part of BMW's £2095 optional

Navigation Plus pack, which is meant to recognise character inputs by your touch movements. It is a tough skill to master, and because the dial is on the left side for UK drivers, it's better suited to left-handers, while the rest of us will just have to admit defeat.

The sat-nav information displayed is graphically pleasing and generally easy on the eye. Even more impressive, though, is the responsiveness of the system when it comes to finding a route and updating traffic information on the go, instilling a lot of confidence in its ability to get you from A to B as quickly as possible.

The real-time traffic updates (also part of Navigation Plus) are proving to be a boon, flagging up the additional time that traffic will add to a journey and allowing me to quickly ascertain whether it is worthwhile rerouting or sticking with the original route.

From a driver's point of view, the Active Tourer's interior is a nice place to be – no surprise when the car is up against rivals such as the Volkswagen

Golf SV. Ergonomically, the BMW is well laid out and logical, and the various shortcut keys save you from having to take your eyes off the road.

But despite this gadget-fest inside the BMW, it seems utterly bewildering that cruise control isn't fitted as standard, because it's one feature that would add to the appeal of any vehicle labelled as a tourer.

john.bradshaw@haymarket.com

BMW 220d Active Tourer M Sport

Price £29,540 **Price as tested** £35,090

Economy 43.0mpg **Faults** None

Expenses None **Last seen** 14.10.15



Sat-nav: easy to use and trustworthy



Plug in to a teen's dream car

Most teenagers want their first car to be electric. **James Ruppert** reveals what it's likely to cost them

Propaganda. That's what got us into the whole 'oil-burnergeddon' situation in the first place.

Meanwhile, the all-electric lobby is going down an unlit blind alley at warp speed. If you haven't noticed, the Go Ultra Low campaign partners are Audi, BMW, Mitsubishi, Nissan, Renault, Toyota, Volkswagen, the Office for Low Emission Vehicles and the Society of Motor Manufacturers and Traders.

It's all very laudable and alternative power is great, so maybe just as much effort should be put into a campaign for a decent hydrogen infrastructure. Quite how we'll power plug-in motors when an overreliance on wind causes blackouts seems to be a real concern.

The interesting bit is that the

campaigners say they've spoken to young people thinking about the cars they'll be buying in 10 years' time. Apparently, 80% of 14-year-olds plan to make the first car they buy an electric one. Good luck with that.

A budget of £7500 gets you into a 2011 Nissan Leaf right now, so in three years' time, when those 14-year-olds can stump up the cash for their first car, they'll cost maybe £3500. That's affordable for a 17-year-old's mum and dad, possibly. The indications are that because it is a Nissan, the batteries should be fine for a few more years yet.

Much more affordable for the forward-thinking 17-year-old has to be the Renault Twizy. You can buy a 2012 example with hardly any miles at all



A 2011 Nissan Leaf typically costs £7500

from £3000 now, so that means £1500 or less in three years' time. Kids will love the optional doors and all that.

If they want a real car with a Renault badge, a Zoe from 2013 can be £6000 now and £3400 in a few years' time.

I haven't mentioned insurance, which is, of course, the biggest issue for teen drivers now and possibly for ever. The situation could change, but right now a leccy car does cost more to cover.

The Go Ultra Low campaign revealed that the younger the person they asked, the greater the demand for green cars



P72 James Rupert
Used car expert



P74 Alan Taylor-Jones
Deals expert



P76 Nic Cackett
Data expert

Low-mileage 2012 Renault Twizy is about £3000 now

BANGERNOMICS BEST BUYS



READER'S CAR: PEUGEOT 406

Liam Cawley bought a Peugeot 406 1.8i 16v petrol for £350 from an internet auction site. It had two previous owners, some history and 114,000 miles on the clock.

"It had a new MOT certificate with no advisories, four new tyres and a recent exhaust," he says. "It's lovely to drive, with the responsive petrol engine, but remarkably old-fashioned inside. I'm determined not to spend too much on her, but I really don't like those wheels. Period steels are on my list. It is the best £350 I've ever spent, probably."

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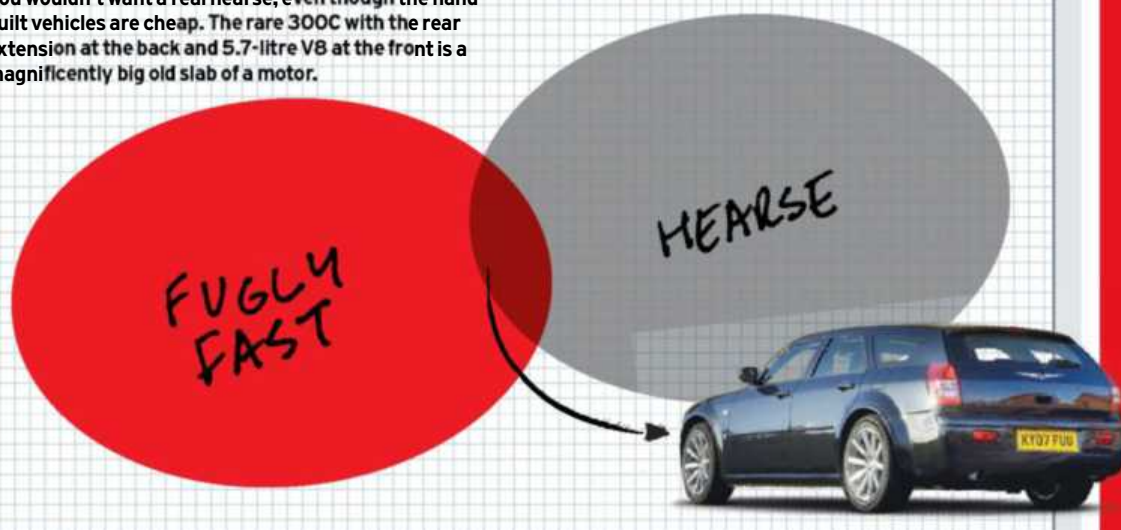
WHAT CAUGHT MY EYE THIS WEEK: REPAIR RISKS

Buying motors that had a £60k list price when new for rather less is fun. Remember, though, that you aren't buying a cheap car but one that could cost a fortune to repair.



USED CAR DILEMMA: CHRYSLER 300C TOURING

You wouldn't want a real hearse, even though the hand-built vehicles are cheap. The rare 300C with the rear extension at the back and 5.7-litre V8 at the front is a magnificently big old slab of a motor.



That's a factor worth thinking about. Even more important, can you trust a teen to plug the thing in?

Mum and dad might get a taste for electricity and they could go for a rare Renault Fluence from £6000 and up. Teslas are pretty rare used cars and not cheap: around £50k for a 2011 Roadster and £4k-£5k more for a Model S.

The propaganda is clearly working, though, because Go Ultra Low revealed that the younger the person they questioned, the greater the demand for green cars. Of the young people polled, 56% associated electric cars with lower CO₂ emissions and 48% with cleaner air, and 34% believed that electric cars were "the types of cars that everyone will be driving one day".

Sumptuous high-riders for low prices

If the new Bentley Bentayga has you lusting after a luxury SUV but you don't quite have £160,000, **Alan Taylor-Jones** is here to help

1 Range Rover (1970-2012)

We'll start with the car that really popularised the idea of a posh 4x4. Despite being around in one form or another since 1970, the ingredients have stayed pretty constant: lots of leather and wood inside, a torquey motor up front (ideally a V8) and a split-folding tailgate at the back.

Modern Range Rovers may cost upwards of £60,000, but

you needn't spend anywhere near that much. There's plenty of choice around £5000 and below if you're brave, but we'd recommend spending around £10,000. This will give you a selection of first, second and even third-generation models. Just make sure everything works. Range Rovers can be very expensive when they go wrong.



2



Audi Q7 (2005-2015)

Of all the cars on this list, you could argue that this is the closest you'll get to a Bentayga – if only because the new Bentley shares a platform with the second-generation Q7. Naturally, it's the first version we're looking at here.

After years of offering four-wheel drive on cars, this was the first time Audi

had created an out-and-out SUV. With the most common powerplant a 3.0 V6 diesel, it offers bearable fuel economy, and its classy interior has the added practicality of seven seats.

Less than £20,000 will get you behind the wheel. Just watch out for excessive front tyre wear and electrical gremlins.

Cadillac Escalade (1999-2014)

Luxury SUVs don't come much more American than this. From the imposing chrome cheese-grater grille up front to the sheer size of the thing, the Escalade may as well have been designed by Uncle Sam himself.

Look past the wood, leather and

advantage of seven seats, though, and what you have is a truck. This old dinosaur, with its separate ladder-frame chassis and giant V8, is a far cry from the kind of modern 4x4 we're used to.

If the rap star image appeals, prices start at less than £15,000.

3





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6



BMW X6 (2008-2014)

If you want more sport than utility from your SUV, the BMW X6 merits a look. You'll either love or hate the swooping, coupé-like roofline, but there's little to complain about under the bonnet. An xDrive40d will give you semi-acceptable fuel economy and more than 300bhp.

The X6 also corners far better than

you might imagine. The M50d and X6 M offer even sharper handling and prodigious power but can be uncomfortable on rougher surfaces.

A budget of £25,000 will give you plenty of choice among non-M-branded models. Keep an eye out for electrical gremlins.

4



Mercedes-Benz GL (2006-2012)

Not to be confused with the G-Class, the Mercedes-Benz GL is a giant seven-seat SUV that competes against the Audi Q7. It's hugely roomy, with adult-friendly rearmost seats and 2300 litres of load space with all five rear chairs folded.

Even the smallest V6 diesel struggles to manage 30mpg combined, but it has pace and refinement. If you're slightly unhinged, there's even a twin-turbo V8 GL63 AMG variant. You'll find lots of low-mileage examples on offer for £30,000.

5



Infiniti FX (2008-2013)

The sleek and rare shape of the FX is a left-field choice. Offering a distinctive take on the SUV formula, it's well equipped and should prove reliable. A 3.0 V6 diesel is the sensible choice, but there is a 3.7 V6 or 5.0 V8 if you own an oil well.

However, the shape does make space in the back tight and the load bay is a lot smaller than you might expect. Although it may impress with its agility around corners, a coarse ride is the penalty. Prices start at around £22,000.

NEW CARS A-Z

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Autocar's star ratings explained

- ☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆ Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆ Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 89

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch Good value hot hatch. In essence fun as it's great fun to drive				
1.4 T-Jet	£14,265	132	155	26
500 CONVERTIBLE 2dr open-top hatch, but a softer ride than the 1.4 T-Jet				
1.4 16v Turbo T-Jet	£16,005	132	155	27
ALFA ROMEO				
MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark				
0.9 TB Twinair 105 Distinctive	£16,160	103	98	13
0.9 TB Twinair 105 QV Line	£16,910	103	98	13
1.4 140 M Jari TCT Distinctive	£17,710	138	124	19
1.4 140 M Jari TCT QV Line	£18,460	138	124	20
1.7 170 M Jari QV Verde	£20,300	168	139	26
1.3 JTDm 2.85 Distinctive	£16,745	94	90	11
1.6 JTDm 2.120 D Two S-S	£17,910	118	114	19
1.6 JTDm 2.120 QV Line	£18,660	118	114	20
GIULIETTA 5dr hatch Stylish, rearward family hatch. A new era for Alfa				
1.6 JTDm 175 Alfa TCT	£25,840	148	110	20
2.0 JTDm 175 QV Line TCT	£27,590	148	110	20
1.4 TB 120 Progression	£18,450	118	149	16
1.4 TB 120 Distinctive	£19,700	118	149	16
1.4 TB Multi 170 Distinctive	£21,200	168	134	23
1.4 TB Multi 170 Ex line TCT	£22,950	168	134	23
1.4 TB Multi 170 QV Line TCT	£24,700	168	134	23
1.4 TB Multi 170 QV Line	£24,700	168	134	23
1.6 JTDm 105 Progression	£25,995	168	121	23
1.6 JTDm 105 Distinctive	£19,500	103	114	16
1.6 JTDm 105 Excl.	£22,500	103	114	16
2.0 JTDm 150 Distinctive	£21,930	148	110	20
2.0 JTDm 150 Excl.	£23,680	148	110	20
2.0 JTDm 150 QV Line	£25,430	148	110	20
4C 2dr coupe A singular statement. Fun, perhaps, but the best current Alfa by miles				
1.75T	£51,500	237	159	50
ALPINA				
B3 2dr coupe Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£51,350	394	224	-
B4 4dr saloon Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£50,350	394	224	-
B5 CONVERTIBLE 2dr open Rapid, usable, cheaper alternative to an M3				
3.0 S Biturbo	£56,450	394	225	-
B5 TOURING 5dr estate Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£51,350	394	225	-
B5 4dr saloon Huge pace, but let down by unimpressive dynamics				
85 Biturbo	£71,950	507	252	-
85 Biturbo	£71,950	507	252	-
B5 TOURING 5dr estate Huge pace, but let down by unimpressive dynamics				
85 Biturbo	£71,950	507	255	-
BT 4dr saloon Makes sense on an autobahn but not for the UK				
4.4 V8 Switch-tronic	£95,850	500	282	-
4.4 V8 Switch-tronic LWB	£98,850	500	282	-
D3 4dr saloon Precise dynamics with added Alpina kudos and a great engine				
3.0 Biturbo	£46,950	345	139	50
D5 4dr saloon Rapid, usable and cheaper alternative to an M5				
3.0 Bi-Turbo	£55,950	340	155	-
XD3 5dr 4x4 Alpina's first SUV is a triumph. Highly fast, capable and desirable				
3.0 XD3	£54,950	345	49	-
ARIEL				
ATOM 0dr open Superbly fast track meet alone. As exhilarating as cars get				
245	£29,921	245	-	-
300	£34,319	300	-	-
ASTON MARTIN				
RAPIDE 4dr saloon Four-door Aston is more practical, but just as charming				
5.9 V12 S	£149,995	550	355	-
VANTAGE 2dr coupe Shunning flat sports car, V12 is a new benchmark for Aston				
4.7 V8	£84,995	420	299	-
4.7 V8 S	£99,995	430	299	-
5.9 V12 S	£138,000	565	388	50
VANTAGE ROADSTER 2dr open Top-top sports car. The Vantage's relaxed nature				
4.7 V8	£98,995	420	299	-
Make and Model				
4.7 V8 S	£110,700	430	299	-
5.9 V12 S	£150,000	510	388	-
DB9 Vantage 2dr coupe Facilitates a big improvement dynamically				
5.9 V12	£141,995	470	333	-
DB9 2dr coupe Exhilarating looks, but ride is choppy				
Manual the best	★ ★ ★ ★ ☆			
5.9 V12	£131,995	470	333	-
VANQUISH 2dr coupe A British supercar for British roads. Looks like business, too				
5.9 V12	£189,995	565	335	-
AUDI				
A1 3dr hatch Audi's answer to the Mini. Fun and refined				
1.4 TFSI 125 Sport	£16,730	123	115	21
1.4 TFSI 125 S line	£18,725	123	117	21
1.4 TFSI 150 S line	£19,920	148	112	25
2.0 TFSI 231 S	£25,420	228	162	33
1.6 TDI 116 SE	£15,430	114	92	19
1.6 TDI 116 Sport	£17,405	114	92	19
1.6 TDI 116 S line	£19,400	114	93	19
A1 5dr sportback Rear doors add convenience to an attractive package				
1.4 TFSI 125 Sport	£17,750	123	110	21
1.4 TFSI 125 S line	£19,745	123	112	21
1.4 TFSI 150 S line	£20,940	148	112	25
2.0 TFSI 231 S	£26,155	228	166	33
1.6 TDI 116 SE	£16,650	114	92	19
1.6 TDI 116 Sport	£18,625	114	92	19
1.6 TDI 116 S line	£20,620	114	93	19
A3 3dr hatch Classy interior, stable handling and good engines. Second only to the Golf				
1.2 TFSI 110 SE	£16,615	108	117	17
1.6 TDI 110 ultra SE	£21,615	108	89	17
2.0 TDI 184 quattro S line	£29,945	148	129	26
2.0 TDI 184 quattro Sport	£27,795	148	127	26
2.0 TDI 184 S line	£27,035	148	114	28
2.0 TDI 184 Sport	£24,885	148	112	27
2.0 TFSI 300 quattro S3	£30,980	296	162	36
1.2 TFSI 110 Sport	£20,015	108	117	17
1.2 TFSI 110 S line	£22,125	108	114	18
1.4 TFSI 125 SE	£19,915	123	122	18
1.4 TFSI 125 S line	£21,915	123	122	19
1.4 TFSI 125 S line	£22,465	123	124	20
1.4 TFSI 150 SE	£20,615	148	109	23
1.4 TFSI 150 Sport	£22,165	148	109	23
1.4 TFSI 150 S line	£24,315	148	111	24
1.8 TFSI 180 Sport	£27,995	178	135	26
1.8 TFSI 180 quattro Sport	£29,680	178	149	27
1.8 TFSI 180 S line	£26,655	178	135	27
1.8 TFSI 180 quattro S line	£29,655	178	151	28
1.6 TDI 110 ultra SE	£20,665	108	89	17
1.6 TDI 110 Sport	£22,265	108	106	17
1.6 TDI 110 S line	£24,415	108	107	18
2.0 TDI 150 SE	£22,215	148	108	21
2.0 TDI 150 SE Technik	£22,965	148	108	21
2.0 TDI 150 Sport	£23,615	148	108	21
2.0 TDI 150 S line	£25,765	148	109	23
A4 4dr saloon All the A3's standard attributes in a saloon body. S3 great looking				
1.4 TFSI 150 ACT Sport	£21,335	148	110	23
1.6 TDI 110 S line	£25,585	108	106	18
1.8 TFSI 180 quattro S line	£30,225	178	151	28
1.8 TFSI 180 quattro Sport	£28,000	178	149	25
1.8 TFSI 180 Sport	£24,675	178	135	23
2.0 TDI 150 Sport	£33,500	296	164	36
2.0 TDI 150 SE	£24,785	148	107	23
1.4 TFSI 150 ACT S line	£24,485	148	112	24
1.6 TDI 110 S line	£27,225	108	135	24
2.0 TDI 150 Sport	£27,435	108	104	17
2.0 TDI 150 S line	£26,935	148	108	24
2.0 TDI 184 Sport	£26,055	181	112	27
2.0 TDI 184 S line	£28,205	181	114	28
2.0 TDI 184 quattro Sport	£28,965	181	127	26
2.0 TDI 184 quattro S line	£31,115	181	129	26
A5 3dr sportback Classy interior, stable handling and good engines. Second only to the Golf				
1.4 TFSI 125 S line	£24,005	123	124	20
1.4 TFSI 125 Sport	£21,935	123	122	19
1.8 TFSI 180 quattro S line	£29,675	178	151	28
1.8 TFSI 180 S line	£26,675	178	135	27
1.8 TFSI 180 Sport	£24,525	178	135	26
2.0 TDI 150 S line	£26,305	148	109	23
2.0 TDI 150 SE	£22,835	148	108	21
2.0 TDI 150 Sport	£24,235	148	108	21
2.0 TDI 184 quattro S line	£30,665	175	129	26
2.0 TFSI 300 quattro S3	£31,600	296	162	36
1.2 TFSI 110 SE	£19,235	108	117	17
1.2 TFSI 110 Sport	£20,635	108	117	17
1.2 TFSI 110 S line	£22,745	108	114	18
1.4 TFSI 125 SE	£20,635	123	122	18
1.4 TFSI 150 SE	£21,385	148	112	23
1.4 TFSI 150 Sport	£22,285	148	114	24
1.4 TFSI 150 e-tron	£35,340	201	37	29
1.8 TFSI 180 quattro Sport	£27,450	178	149	27
1.6 TDI 110 ultra SE	£21,485	108	89	17
1.6 TDI 110 ultra SE Technik	£22,235	108	89	17
1.6 TDI 110 Sport	£22,885	108	105	17
1.6 TDI 110 S line	£25,035	108	107	18
2.0 TDI 150 SE Technik	£23,585	148	108	23
2.0 TDI 184 Sport	£25,505	175	127	27
2.0 TDI 184 quattro Sport	£28,415	175	127	26
2.0 TDI 184 S line	£26,555	175	124	28
A3 CABRIOLET 2dr open Amateurs' success, but the usual sacrifices make it fun free				
1.4 TFSI 150 S line	£29,675	148	112	26
1.4 TFSI 150 SE	£26,125	148	116	24
1.4 TFSI 150 Sport	£27,525	148	116	25
1.8 TFSI 180 S line	£32,895	178	133	29
1.8 TFSI 180 Sport	£30,405	178	133	29
2.0 TDI 150 S line	£31,125	148	115	27
2.0 TDI 150 SE	£27,575	148	113	24
2.0 TDI 150 Sport	£28,975	148	113	25
1.8 TFSI 180 Sport	£29,265	178	140	29
1.8 TFSI 180 quattro Sport	£32,225	178	154	29
1.8 TFSI 180 S line	£31,415	178	140	31
1.8 TFSI 180 quattro S line	£34,415	178	157	32
2.0 TFSI 300 quattro S3	£39,245	296	162	37
1.6 TDI 110 SE	£26,225	108	118	17
1.6 TDI 110 Sport	£27,625	108	118	18
1.6 TDI 110 S line	£29,775	108	112	20
2.0 TDI 184 Sport	£30,245	181	117	30
2.0 TDI 184 S line	£32,395	181	119	31
2.0 TDI 184 quattro S line	£35,435	181	134	31
2.0 TDI 184 quattro Sport	£33,285	181	132	30
A4 4dr saloon Highly competent and quality laden. leaves the dynamic finesse to its rivals				
1.4 TFSI 150 Black Edition	£31,005	148	119	24
2.0 TDI 150 S line	£30,230	148	119	23
2.0 TDI 150 SE	£28,850	148	127	23
2.0 TDI 150 SE Technik	£30,275	148	127	23
2.0 TFSI 225 quattro Black Ed	£32,725	222	155	33
2.0 TFSI 225 quattro S line	£34,500	222	155	33
2.0 TFSI 225 quattro SE	£31,645	222	155	32
2.0 TFSI 225 quattro SE Technik	£32,945	222	155	33
1.8 TFSI 120 SE	£24,285	118	151	19
1.8 TFSI 120 SE Technik	£25,685	118	151	19
1.8 TFSI 120 S line	£27,240	118	151	20
1.8 TFSI 120 Black Edition	£28,015	118	151	20
1.8 TFSI 170 SE	£26,600	168	134	25
1.8 TFSI 170 SE Technik	£27,420	168	134	24
1.8 TFSI 170 S line	£28,850	168	134	26
1.8 TFSI 170 Black Edition	£29,630	168	134	26
3.0 V6 3.2 S4 Black Edition	£40,685	328	178	36
2.0 TFSI 225 quattro Black Ed	£37,575	222	161	34
2.0 TFSI 225 quattro S line	£39,420	222	157	33
2.0 TFSI 225 quattro SE	£37,995	222	149	33
1.8 TFSI 170 SE	£29,200	168	134	27
2.0 TFSI 225 S line	£31,175	175	120	27
2.0 TFSI 225 S line Black Edition	£31,950	175	120	27
2.0 TFSI 225 SE	£30,820	175	120	27
2.0 TFSI 225 S line	£31,810	175	120	27
2.0 TFSI 225 S line	£31,810	175	120	27
2.0 TFSI 225 S line	£31,810	175	120	27
2.0 TFSI 225 S line	£31,810	175	120	27
2.0 TFSI 225 S line	£31,810	175	120	27
2.0 TFSI 225 S line	£31,810	175	120	27
2.0 TFSI 225 S line	£31,810	175	120	27
2.0 TFSI 225 S line	£31,810	175	12	

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
4.2 V8 RS5	£69,555	444	249	47
2.0 TDI 177 SE	£34,575	125	127	29
2.0 TDI 177 S line	£37,825	125	127	30
2.0 TDI 204 S line	£41,555	201	138	33
2.0 TDI 245 quattro S line	£45,220	242	167	39
A6 Miralun The best spring A6 saloon, and one of the most appealing 'full stop' ★★★★★				
3.0 BTDI 320 quattro Black Ed	£51,165	316	164	44
3.0 BTDI 320 quattro S line	£48,990	316	159	43
3.0 TDI 218 Black Edition	£43,135	215	127	35
3.0 TDI 218 quattro Black Ed	£46,895	215	138	40
3.0 TDI 218 quattro S line	£42,720	215	133	39
3.0 TDI 218 quattro SE	£40,195	215	133	39
3.0 TDI 218 quattro SE	£46,455	268	138	42
4.0 TFSI 450 SE	£56,545	429	214	51
2.0 TDI 190 Ultra SE	£32,295	187	113	32
2.0 TDI 190 Ultra S line	£34,820	187	114	33
2.0 TDI 190 Ultra Black Ed	£36,995	187	119	33
3.0 TDI 218 SE	£38,435	215	122	34
3.0 TDI 218 S line	£40,960	215	122	35
3.0 TDI 272 quattro SE	£41,735	268	133	41
3.0 TDI 272 quattro S line	£44,260	268	137	42
3.0 BTDI 320 quattro SE	£46,465	316	159	43
A6 AVANT Sdr estate A capable stress buster, Bifina's quiet killer ★★★★★				
3.0 BTDI 320 quattro Black Ed	£53,330	316	169	44
3.0 BTDI 320 quattro S line	£51,040	316	164	43
3.0 TDI 218 Black Edition	£45,185	215	130	35
3.0 TDI 218 quattro Black Ed	£48,960	215	144	40
3.0 TDI 218 quattro S line	£44,770	215	138	39
3.0 TDI 218 quattro SE	£42,245	215	138	39
3.0 TDI 218 quattro SE	£48,520	268	144	42
4.0 TFSI 500 RS6	£78,790	552	223	50
4.0 TFSI 500 SE	£58,455	429	215	47
2.0 TDI 190 Ultra SE	£34,345	187	118	32
2.0 TDI 190 Ultra S line	£36,870	187	119	33
2.0 TDI 190 Ultra Black Ed	£39,045	187	124	33
3.0 TDI 218 SE	£40,485	215	125	34
3.0 TDI 218 S line	£43,010	215	125	35
3.0 TDI 272 quattro SE	£45,805	268	138	41
3.0 TDI 272 quattro S line	£48,330	268	138	42
3.0 BTDI 320 quattro SE	£48,515	316	164	43
A6 ALLROAD Sdr estate Rugged 4x4 A6. Even more pricey ★★★★★				
3.0 TDI 218 quattro	£49,555	215	149	39
3.0 TDI 218 quattro Sport	£49,555	215	149	39
3.0 TDI 272 quattro	£47,335	268	149	42
3.0 TDI 272 quattro Sport	£51,015	268	149	42
3.0 BTDI 320 quattro	£52,125	316	172	44
3.0 BTDI 320 quattro Sport	£52,825	316	172	44
A7 SPORTBACK Sdr hatch A good mix of luxury, practicality and driver reward ★★★★★				
3.0 TFSI 333 quattro S line	£53,045	328	182	44
3.0 TFSI 333 quattro Black Ed	£55,595	328	182	44
3.0 TDI 218 Ultra SE Exec	£49,915	215	124	31
3.0 TDI 218 Ultra S line	£48,705	215	128	38
3.0 TDI 218 quattro SE Exec	£47,670	215	138	41
3.0 TDI 218 quattro S line	£45,040	215	142	41
3.0 TDI 218 quattro Black Ed	£52,830	215	142	42
3.0 TDI 272 quattro SE Exec	£52,055	268	138	43
3.0 TDI 272 quattro S line	£53,360	268	142	44
3.0 TDI 272 quattro Black Ed	£55,410	268	142	44
3.0 BTDI 320 quattro S line	£56,730	316	167	45
3.0 BTDI 320 quattro Black Ed	£59,980	316	167	45
A8 Miralun Stylish, comfortable and solid. A convincing exec saloon ★★★★★				
3.0 TDI 250 quattro SE Exec	£62,185	247	155	46
2.0 TFSI 245 Hybrid	£64,290	208	144	42
2.0 TFSI 245 Hybrid L	£68,285	208	148	43
3.0 TFSI 310 quattro SE Exec	£64,290	309	183	46
3.0 TFSI 310 quattro Sport Exec	£67,890	308	183	46
3.0 TFSI 435 quattro SE Exec L	£76,160	429	216	49
4.0 TFSI 435 quattro Sport Exec	£79,160	429	216	49
4.0 TFSI 520 SE	£80,735	513	216	49
6.0 W12 500 quattro L	£99,920	493	254	50
3.0 TDI 250 quattro SE	£59,580	254	155	46
3.0 TDI 250 quattro SE L	£63,545	254	158	46
3.0 TDI 250 quattro SE Exec L	£66,510	247	158	46
3.0 TDI 250 quattro Sport Exec	£67,785	254	158	46
3.0 TDI 250 quattro Sport Ex L	£69,750	254	158	46
4.2 TDI 385 quattro SE Exec	£72,835	380	189	50
4.2 TDI 385 quattro SE Ex L	£76,800	346	190	50
4.2 TDI 385 quattro Sport Exec	£76,390	380	194	50
4.2 TDI 385 quattro Sport Ex L	£80,355	380	197	50
Q3 Sdr 4x4 Typically refined and competent, but feels more A3 than SUV ★★★★★				
1.4 TFSI 150 SE	£25,890	138	128	19
1.4 TFSI 150 S line	£28,060	138	131	20
2.0 TFSI 180 quattro SE	£29,440	176	152	27
2.0 TFSI 180 quattro S line	£32,190	176	155	27
2.0 TFSI 180 quattro S line Plus	£34,540	176	161	28
2.5 TFSI 340 quattro RS	£45,540	335	203	37
2.0 TDI 150 SE	£26,920	140	119	20
2.0 TDI 150 quattro SE	£28,480	140	121	20
2.0 TDI 150 S line	£29,470	140	122	21
2.0 TDI 150 quattro S line	£31,300	140	134	21
2.0 TDI 150 quattro S line Plus	£33,380	140	140	21
2.0 TDI 184 quattro SE	£29,980	181	139	24
2.0 TDI 184 quattro S line	£31,845	181	141	24
2.0 TDI 184 quattro S line Plus	£34,195	181	148	25
Q5 Sdr 4x4 Exceptionally good handling for an SUV, but very compromised ride ★★★★★				
2.0 TFSI 180 quattro S line PI	£36,270	178	134	29
2.0 TFSI 180 quattro SE	£31,730	178	134	28
2.0 TFSI 180 quattro S line	£32,770	178	134	29
2.0 TFSI 225 quattro SE	£32,845	222	173	29
2.0 TFSI 225 quattro S line	£35,300	222	179	29
2.0 TFSI 225 q'tro S line Plus	£37,800	222	181	30
2.0 TDI 150 quattro SE	£31,720	140	147	21
2.0 TDI 150 quattro S line	£34,120	148	150	21
2.0 TDI 150 quattro S line Plus	£36,655	148	152	22
2.0 TDI 177 quattro SE	£32,610	175	154	24
2.0 TDI 177 quattro S line	£35,010	175	154	25
2.0 TDI 177 q'tro S line Plus	£37,510	175	154	25
3.0 TDI 245 quattro SE	£40,770	241	169	34
3.0 TDI 245 q'tro S line Plus	£43,270	241	169	34
3.0 BTDI 312 SPS	£41,785	309	174	41
Q7 Sdr 4x4 Seven-seat SUV feels like a BMW X5 or Land Rover is better ★★★★★				
3.0 TDI 204 S line Plus	£51,155	201	189	37
3.0 TDI 245 S line Plus	£52,585	237	195	41
3.0 TDI 245 S line Sport Edit	£55,585	237	195	41
3.0 TDI 245 S line Style Edit	£54,085	237	195	41
4.2 TDI 340 S line Plus	£62,220	335	242	46
4.2 TDI 340 S line Sport Edit	£65,220	335	242	47
4.2 TDI 340 S line Style Edit	£64,720	335	242	47
3.0 TDI 204 SE	£41,895	201	189	35
3.0 TDI 204 S line	£44,655	237	189	36
3.0 TDI 245 S line	£48,085	237	195	40
4.2 TDI 340 S line	£57,720	335	242	45
TT Zdr coupe TT finds its megal of last. Drive experience now as equal to the obvious prestige ★★★★★				
2.0 TFSI Sport	£29,915	228	141	35
2.0 TFSI Sport quattro	£32,860	228	153	37
2.0 TFSI S line	£32,465	228	141	35
2.0 TFSI S line quattro	£35,410	228	153	38
2.0 TFSI 310 quattro TT S	£39,945	306	160	45
2.0 TDI Ultra Sport	£29,810	181	116	34
2.0 TDI Ultra S line	£32,360	181	116	35
TT ROADSTER Zdr open Takes the edge off the TT's line looks - but still hugely competent ★★★★★				
2.0 TDI ultra 184 S line	£39,545	181	114	36
2.0 TDI ultra 184 Sport	£39,995	181	114	36
2.0 TFSI 230 quattro S line	£37,595	228	150	39
2.0 TFSI 230 quattro Sport	£39,045	228	158	38
2.0 TFSI 230 S line	£39,650	228	144	38
2.0 TFSI 230 Sport	£32,100	228	144	37
2.0 TFSI 310 TT S	£41,130	306	173	43
R8 Zdr coupe Usable, but no less involving and dramatic. A V10 is brutal ★★★★★				
4.2 FSI 400 V10	£97,085	424	332	50
5.2 FSI 525 V10	£140,885	510	346	50
5.2 FSI 550 V10 Plus	£128,885	542	346	50
R8 SPYDER Zdr open Great name, and loses little of the coupe's poise ★★★★★				
4.2 FSI 430 V8	£104,435	424	337	50
5.2 FSI 525 V10	£128,835	510	349	50

AUTOCAR TOP FIVES

Lightweights



1 Ariel Nomad From £36,000
If there were simply a list of our five favourite cars, the Nomad might just top it. A revelation and a riot. ★★★★★



2 Morgan 3 Wheeler From £31,000
The eccentric, characterful and deftly brilliant Morgan is a three-wheeled testament to English creativity. ★★★★★



3 Caterham Seven 360R From £30,000
The sweet spot in the revised range, it's remapped 2.0 Duratec providing just the right level of performance. ★★★★★



4 Lotus Elise S Cup From £43,000
Road-going version of the racing Elise. Suspension mods help to make it an unbridled joy. Justifies its price tag. ★★★★★



5 Zenos E10 S From £30,000
The latest in a line of British mid-engined marvels. Earns its stripes immediately. Expect a dedicated following. ★★★★★

The all-new Audi A4 Saloon Sport ultra from £329 per month.* Includes:

► MMI Navigation ► Xenon headlights with LED daytime running lights ► Audi Smartphone Interface

*At the end of the agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the all-new Audi A4 Saloon Sport ultra 2.0 TDI 190PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,974.00 (plus VAT). 6p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 October 2015 and 31 December 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (November 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Prepost Audi Finance.

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NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Make and Model	Price	Bhp	CO ₂ g/km	Make and Model	Price	Bhp	CO ₂ g/km	Make and Model	Price	Bhp	CO ₂ g/km	
320i M Sport	£30905	181	153	31	430d xDrive M Sport	£42460	255	142	40	5 SERIES TOURING 5dr estate	Great overall	2.0 HDi 160 VTR+	£25180	161	133	28
328i Luxury	£34305	242	162	36	435d xDrive M Sport	£45245	308	147	41	Great overall	★★★★★	2.0 HDi 160 Excl.	£26780	161	133	25
328i M Sport	£34105	242	162	36	435d xDrive M Sport	£45745	308	147	41	★★★★★	★★★★★	DS3 3dr hatch	Jack of all trades, master of none. Nice styling	★★★★★	★★★★★	★★★★★
316d ES	£27175	114	116	20	4 SERIES 2dr open	A quality product to be sure, but some of the verve has gone with the roof	★★★★★	★★★★★	★★★★★	★★★★★	★★★★★	1.2 PureTech 82 D5ign	£13295	81	104	9
316d SE	£28425	114	116	20	420d Luxury	£39880	181	137	31	★★★★★	★★★★★	1.2 PureTech 82 D5ign Ice	£14720	81	107	11
316d Sport	£28725	114	116	20	420d M Sport	£40380	181	137	31	★★★★★	★★★★★	1.2 PureTech 110 D5tyle S-S	£15995	109	107	17
318d SE	£29675	141	124	24	420d SE	£37380	181	133	30	★★★★★	★★★★★	1.2 PureTech 110 D5tyle Ice S-S	£17720	109	107	17
318d Sport	£29975	141	124	24	420d Sport	£38880	181	137	30	★★★★★	★★★★★	1.6 VTI 120 D5tyle auto	£16630	118	150	16
318d Luxury	£31275	141	127	25	428i M Sport	£40220	242	163	36	★★★★★	★★★★★	1.6 THP 165 D5tyle S-S	£17790	161	129	26
318d M Sport	£31975	141	127	25	428i SE	£40720	242	163	37	★★★★★	★★★★★	1.6 THP 165 D5tyle S-S	£18100	161	129	24
320d SE	£30775	181	125	31	428i SE	£37720	242	159	36	★★★★★	★★★★★	1.6 THP 165 D5tyle S-S	£19095	161	129	26
320d Luxury	£33275	181	128	32	428i SE	£39220	242	163	36	★★★★★	★★★★★	1.6 THP 165 Ultra Prestige	£20795	161	129	27
320d M Sport	£33075	181	128	32	430d M Sport	£45700	255	144	41	★★★★★	★★★★★	1.6 e-HDi 90 D5tyle Ice	£17410	91	95	19
320d xDrive Sport	£32705	181	133	30	435d xDrive M Sport	£46185	302	194	39	★★★★★	★★★★★	1.6 BlueHDi 120 D5tyle	£18220	118	94	25
320d xDrive Luxury	£34905	181	133	31	435i M Sport	£46150	425	213	45	★★★★★	★★★★★	1.6 BlueHDi 120 D5tyle	£19295	118	94	24
320d xDrive M Sport	£34705	181	133	31	435i M Sport	£43910	181	154	30	★★★★★	★★★★★	1.6 BlueHDi 120 Ultra Prestige	£20995	118	94	24
330d SE	£36105	255	135	38	M4	£36410	181	158	31	★★★★★	★★★★★	DS3 CABRIOLET 2dr open	Refined soft top. Retains its cuteness	★★★★★	★★★★★	★★★★★
330d Luxury	£38605	255	138	38	420i SE	£37410	181	158	31	★★★★★	★★★★★	1.2 PureTech 110 D5tyle S-S	£17795	109	107	20
330d M Sport	£38405	255	138	38	420i Sport	£37910	181	158	31	★★★★★	★★★★★	1.2 PureTech 82 D5ign	£15295	81	112	12
330d xDrive Luxury	£40120	255	145	41	425d SE	£39240	218	138	34	★★★★★	★★★★★	1.6 BlueHDi 120 D5tyle	£21295	118	94	27
330d xDrive M Sport	£39920	255	145	41	425d SE	£40755	218	143	34	★★★★★	★★★★★	1.6 THP 165 D5tyle auto	£21095	161	129	29
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£41755	218	143	35	★★★★★	★★★★★	1.6 VTI 120 D5tyle	£18845	118	154	18
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£42255	218	143	35	★★★★★	★★★★★	1.6 e-HDi 90 D5tyle	£17935	113	95	20
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£45200	255	144	40	★★★★★	★★★★★	DS4 5dr hatch	Jack of all trades, master of none. Nice styling	★★★★★	★★★★★	★★★★★
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49100	308	155	42	★★★★★	★★★★★	1.6 e-HDi 115 D5ign	£19425	113	113	18
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 VTI 120 D5ign	£18755	118	144	14
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 VTI 120 D5tyle	£19905	118	144	15
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 THP 160 D5tyle auto	£21765	161	178	21
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 THP 200 D5tyle	£23840	197	149	31
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 e-HDi 115 D5tyle	£21475	113	113	18
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 e-HDi 115 D5tyle	£21975	113	114	17
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	2.0 HDi 135 D5tyle	£21900	134	130	21
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	2.0 HDi 160 D5tyle	£22700	161	130	23
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	2.0 HDi 160 D5tyle	£23700	161	130	24
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	DS5 3dr hatch	Design marvel. Shame it doesn't function so well	★★★★★	★★★★★	★★★★★
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 THP 200 D5tyle	£28920	197	155	27
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 e-HDi 115 D5tyle	£25890	113	114	18
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 BlueHDi 120 D5tyle	£23260	113	102	21
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 BlueHDi 120 D5tyle	£25890	113	105	22
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	2.0 HDi 160 D5tyle	£26895	161	128	24
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	2.0 HDi 160 D5tyle	£27855	161	128	24
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	2.0 BlueHDi 180 D5tyle	£31580	178	118	30
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	2.0 Hybrid4 200 D5tyle	£33700	200	102	28
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	2.0 Hybrid4 200 D5tyle	£33160	200	102	27
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	BERLINGO MULTISPACE 5dr mpv	Likeable. practical van-based MPV	★★★★★	★★★★★	★★★★★
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 VTI 95 VTR	£13285	97	155	5
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 VTI 120 Excl.	£14655	74	135	4
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 VTI 120 Excl. ETG6	£15805	89	135	8
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 VTI 120 VTR+	£15105	89	135	7
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 THP 155 Excl. ETG6	£15875	89	120	9
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 THP 155 Excl. ETG6	£17155	89	135	8
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 e-HDi 90 XTR ETG6	£17525	89	120	9
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 e-HDi 90 XTR ETG6	£17905	107	134	10
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 e-HDi 115 XTR	£20510	113	105	18
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 e-HDi 115 XTR	£21010	113	104	18
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 e-HDi 115 XTR	£21810	113	105	17
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 e-HDi 115 XTR	£24210	113	105	18
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 THP 155 Excl.	£23205	148	102	24
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	2.0 Blue HDi 150 Excl.	£25410	148	105	24
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	GRAND C4 PICASSO 5dr mpv	Plushness and an improved dynamic make for a better car	★★★★★	★★★★★	★★★★★
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 VTI 120 VTR	£17760	118	145	14
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 VTI 120 VTR	£19020	118	145	15
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 THP 155 Excl.	£21320	154	139	22
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 THP 155 Excl. ETG6	£23720	154	142	22
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 HDi 90 VTR	£18450	91	110	15
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 HDi 90 VTR	£19710	91	110	15
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 HDi 90 VTR	£20410	91	98	15
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 e-HDi 90 VTR	£20510	113	105	18
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 e-HDi 90 VTR	£21010	113	104	18
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 e-HDi 90 VTR	£21810	113	105	17
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 e-HDi 90 VTR	£24210	113	105	18
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	1.6 THP 155 Excl.	£23205	148	102	24
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. Duller but decent	★★★★★	★★★★★	★★★★★	425d SE	£49600	308	155	42	★★★★★	★★★★★	2.0 Blue HDi 150 Excl.	£25410	148	105	24
3 SERIES GT 5dr hatch	Hatchback practicality meets 3-Series talent. D															

Make and Model	Price	Bhp	CO ₂ g/km	Performance group
DACIA				
SANDERO 5dr hatch A clever budget prospect. But its limitations are unavoidable ★★★★★				
0.9 Tce Ambiance	£7595	89 116 6		
0.9 Tce Laureate	£8795	89 116 7		
1.2 Access	£5995	74 135 2		
1.2 Ambiance	£6795	74 135 2		
1.2 Laureate	£7995	74 135 2		
1.5 dCi Ambiance	£8595	89 99 8		
1.5 dCi Laureate	£9795	89 99 10		
SANDERO STEPWAY 5dr hatch More expensive - but still limited ★★★★★				
0.9 Tce Ambiance	£8395	89 125 -		
0.9 Tce Laureate	£9995	89 125 -		
1.5 dCi Ambiance	£9395	89 105 -		
1.5 dCi Laureate	£10995	89 105 -		
LOGAN MCV 5dr estate Lacks its stablemates charm. Certainly retains the cheap ★★★★★				
0.9 Ambiance	£8595	89 116 9		
0.9 Laureate	£9795	89 116 11		
1.2 Access	£6995	74 135 4		
1.2 Ambiance	£7795	74 135 4		
1.2 Laureate	£8995	74 135 5		
1.5 dCi Ambiance	£9595	84 99 11		
1.5 dCi Laureate	£10795	84 99 12		
DUSTER 5dr 4x4 Cheap, but cheerfully robust. Surprisingly convincing presence ★★★★★				
1.6 16v 105 Access 2WD	£9495	103 165 6		
1.6 16v 105 Access 4WD	£11495	103 185 5		
1.5 dCi 110 Ambiance 2WD	£11995	106 130 10		
1.5 dCi 110 Ambiance 4WD	£13995	107 135 10		
1.5 dCi 110 Laureate 2WD	£13495	106 130 11		
1.5 dCi 110 Laureate 4WD	£15495	107 135 10		
FERRARI				
F12 2dr coupé Proper V12 Ferrari with serious exclusivity and appeal ★★★★★				
6.3 V12	£239352	730 350 50		
FF 2dr coupé Four-seat Ferrari estate has appeal but lacks classic DNA ★★★★★				
6.3 V12	£227077	651 360 50		
CALIFORNIA 2dr open Sleek, comfortable and fast. Now with turbocharger ★★★★★				
4.3 V8	£152086	483 270 50		
3.9 V8 T	£154490	552 250 50		
458 2dr coupé The complete supercar. Calm ride, explosive performance ★★★★★				
4.5 V8 Italia	£178461	570 307 50		
4.5 V8 Speciale	£208090	597 275 50		
458 SPIDER 2dr open The complete supercar. Minus roof. A world-class head turner ★★★★★				
4.5 V8	£198906	570 275 50		
FIAT				
PANDA 5dr hatch Cheap, practical and very nearly spot on ★★★★★				
0.9 TwinAir 85 4x4 Antartica	£14995	84 105 6		
0.9 TwinAir 85 Trekking	£13075	84 105 6		
1.3 MultiJet 75 4x4 Antartica	£15995	74 125 7		
0.9 TwinAir 85 Easy	£11375	84 99 7		
0.9 TwinAir 150 Lounge	£11875	84 99 7		
0.9 TwinAir 85 4x4	£14575	84 114 7		
1.2 Pop	£9375	68 120 4		
1.2 Easy	£10175	68 120 4		
1.2 Lounge	£10675	68 120 3		
1.3 MultiJet 75 Pop	£11575	74 104 7		
1.3 MultiJet 75 Easy	£12375	74 104 7		
1.3 MultiJet 75 Lounge	£12875	74 104 7		
1.3 MultiJet 75 Trekking	£14075	74 109 7		
1.3 MultiJet 75 4x4	£15575	74 125 7		
500 3dr hatch Super desirable, cute city car. Pleasant, if not involving, to drive ★★★★★				
0.9 TwinAir 105 GO	£15550	103 92 10		
0.9 TwinAir 105 Lounge	£14220	103 92 10		
0.9 TwinAir 105 S	£14370	103 92 10		
0.9 TwinAir 85 GO	£15070	84 99 10		
1.2 Colour Therapy	£11220	68 113 9		
1.2 GO	£13670	68 113 9		
1.3 MultiJet GO	£16070	94 97 14		
0.9 TwinAir 85 Lounge	£13740	84 92 10		
0.9 TwinAir 85 S	£13890	84 92 10		
0.9 TwinAir 85 Colour Therapy	£12420	84 99 10		
0.9 TwinAir Cult	£14890	84 99 10		
0.9 TwinAir 105 Cult	£15370	103 92 10		
1.2 Pop	£10690	68 113 5		
1.2 Lounge	£12440	68 113 5		
1.2 S	£12590	68 113 9		
1.2 Cult	£13590	68 113 9		
1.4 T-Jet Abarth	£14255	133 155 26		
1.3 MultiJet Lounge	£14840	94 105 6		
1.3 MultiJet S	£14990	94 107 14		
1.3 MultiJet Cult	£15990	94 107 14		
500 CONVERTIBLE 2dr open Super desirable, cute city car. Cab a better drive than hatch ★★★★★				
0.9 TwinAir 105 GO	£18170	103 92 15		
0.9 TwinAir 105 Lounge S-S	£16870	103 92 15		
0.9 TwinAir 105 S	£17020	84 92 15		
0.9 TwinAir 85 Colour Therapy	£14970	84 92 15		
0.9 TwinAir 85 GO	£17690	84 92 15		
0.9 TwinAir 85 S	£16540	84 92 15		
1.2 Colour Therapy	£13770	68 113 10		
1.2 GO	£16490	68 113 10		
1.2 S	£15240	68 113 10		
1.3 MultiJet GO	£18890	94 97 18		
1.3 MultiJet S	£17640	94 97 18		
1.4 16v Turbo T-Jet Abarth	£16005	133 155 27		
0.9 TwinAir 85 Lounge S-S	£16390	84 92 15		
0.9 TwinAir 85 Cult	£17540	84 92 15		
0.9 TwinAir 105 Cult	£18020	103 92 15		
1.2 Pop S-S	£13690	68 113 9		
1.2 Lounge S-S	£15090	68 113 10		
1.2 Cult	£16240	68 113 10		
1.3 MultiJet Lounge	£17490	94 97 18		
1.3 MultiJet Cult	£18640	94 97 18		
500L 5dr mpv A costly option, but has the style to fill out some of its missing substance ★★★★★				
1.4 95 Pop	£13390	94 145 10		
0.9 TwinAir Pop Star	£16690	103 112 11		
0.9 TwinAir Lounge	£18090	103 112 11		
0.9 TwinAir Trekking	£18790	103 119 11		
1.4 95 Pop Star	£15550	94 145 10		
1.4 95 Lounge	£16950	94 145 10		
1.4 95 Trekking	£17650	94 149 8		
1.4 120 Pop Star	£17195	118 159 10		
1.4 120 Lounge	£18595	118 159 10		
1.4 120 Trekking	£19295	118 159 10		
1.3 MultiJet 85 Pop Star	£17040	83 110 8		
1.3 MultiJet 85 Lounge	£18440	83 110 9		
1.3 MultiJet 85 Trekking	£19140	83 114 7		
1.6 MultiJet 105 Pop Star	£18040	103 117 17		
1.6 MultiJet 105 Lounge	£19440	103 117 18		
1.6 MultiJet 105 Trekking	£20140	103 122 15		
1.6 MultiJet 120 Pop Star	£18540	118 120 17		
1.6 MultiJet 120 Lounge	£19940	118 120 17		
1.6 MultiJet 120 Trekking	£20640	118 120 17		
500L MPV 5dr mpv As above but with seven seats flexibility in its more expensive format ★★★★★				
1.6 MultiJet 120 Lounge Tst	£21380	118 117 17		
1.6 MultiJet 120 Pop Star Tst	£19880	118 117 17		
0.9 TwinAir 105 Pop Star Tst	£17330	103 112 11		
0.9 TwinAir 105 Lounge Tst	£18830	103 112 11		
1.4 95 Pop Star 5st	£15840	94 145 9		
1.4 95 Lounge 5st	£17340	94 145 9		
1.3 MultiJet 85 Pop Star Tst	£18380	83 110 8		
1.3 MultiJet 85 Lounge Tst	£19880	83 110 9		
1.6 MultiJet 105 Pop Star Tst	£19380	103 117 17		
1.6 MultiJet 105 Lounge Tst	£20880	103 117 17		
500X 5dr hatch Familiar styling works rather well as a crossover. Drives okay, too ★★★★★				
1.4 MultiAir 140 Pop Star	£17595	138 139 -		
1.4 MultiAir 140 Lounge	£19345	138 -		
1.4 MultiAir 140 Cross	£18595	138 -		
1.4 MultiAir 140 Cross Plus	£20345	138 -		
1.3 MultiJet 85 Pop Star	£18095	94 109 -		
1.6 MultiJet 120 Pop Star	£19095	118 -		
1.6 MultiJet 120 Lounge	£20845	118 -		
1.6 MultiJet 120 Cross	£20095	118 -		
1.6 MultiJet 120 Cross Plus	£21845	118 -		
2.0 MultiJet 140 Cross AWD	£24095	118 147 -		
2.0 MultiJet 140 Cross Plus AWD	£25845	118 147 -		
PUNTO 3dr hatch MultiAir tech improves appeal and economy. Still heavily dated though ★★★★★				
1.2 8v Easy	£11275	68 126 6		
1.2 8v GBT	£11775	68 126 6		
1.3 8v Pop	£10175	68 126 6		
1.3 85 MultiJet Easy	£13775	85 90 13		
1.4 8v Easy	£11685	76 132 8		
1.4 8v GBT	£12185	76 132 8		
1.3 85 MultiJet GBT	£14275	85 90 13		
PUNTO 5dr hatch MultiAir tech improves appeal and economy. Still heavily dated though ★★★★★				
1.2 8v Easy	£11875	68 126 6		
1.2 8v GBT	£12375	68 126 6		
1.2 8v Pop	£10775	68 126 6		
1.4 8v Easy	£12285	76 132 8		
1.4 8v GBT	£12785	76 132 8		
1.3 85 MultiJet Easy	£14375	85 90 13		
1.3 85 MultiJet GBT	£14875	85 90 13		
FORD				
KA 3dr hatch An angle drive and energetic petrol engine. Wooden ride ★★★★★				
1.2 Grand Prix III	£11445	68 115 5		
1.2 Studio Connect	£9445	68 115 3		
1.2 Studio	£8995	68 115 3		
1.2 Edge	£9945	68 115 3		
1.2 Zetec	£10695	68 115 3		
1.2 Titanium	£11995	68 115 3		
1.2 Metal	£11445	68 115 5		
B-MAX 5dr mpv Fiesta dynamics and sliding door access make the B-Max a cut above ★★★★★				
1.0 EcoBoost 100 Zetec	£15495	99 119 9		
1.0 EcoBoost 100 Titanium	£16695	99 119 10		
1.0 EcoBoost 125 Zetec S-S	£16095	118 99 13		
1.0 EcoBoost 125 Titanium S-S	£17295	118 99 13		
1.0 EcoBoost 125 Titanium X	£18495	118 99 13		
1.4 90 Studio	£13095	89 139 7		
1.4 90 Zetec	£14895	89 139 8		
1.6 105 Zetec Powershift	£16595	103 149 10		
1.6 105 Titanium Powershift	£17795	103 149 11		
1.5 TDCi 75 Zetec	£16295	74 109 8		
1.6 TDCi 95 Zetec	£16795	94 104 10		
1.6 TDCi 95 Titanium	£17995	94 104 11		
FIESTA 3dr hatch Stylish and wonderfully engaging. The best supermini ★★★★★				
1.6 105 Zetec Powershift	£15045	103 138 12		
1.0 80 Zetec S-S	£13695	79 99 6		
1.0 80 Titanium S-S	£14695	79 99 7		
1.0 100 EcoBoost Zetec S-S	£14195	99 99 11		
1.0 100 EcoBoost Titanium S-S	£15195	99 99 11		
1.0 100 EcoBoost Titanium X S-S	£16445	99 99 11		
1.0 125 EcoBoost Titanium S-S	£15695	123 99 15		
1.0 125 EcoBoost Titanium X S-S	£16945	123 99 16		
1.0 125 EcoBoost Zetec S-S	£15945	123 99 15		
1.25 60 Studio	£10145	59 120 3		
1.25 60 Zetec	£11895	59 120 4		
1.25 82 Style	£12395	80 120 7		
1.25 82 Zetec	£13195	80 120 7		
1.6 105 Titanium Powershift	£16045	103 138 12		
1.6 180 EcoBoost ST	£17545	180 138 30		
1.6 180 EcoBoost ST2	£18545	180 138 30		
1.6 180 EcoBoost ST3	£19545	180 138 30		
1.5 TDCi 75 Style	£13995	74 98 8		
1.5 TDCi 75 Zetec	£14795	74 98 9		
1.5 TDCi 75 Titanium	£15795	74 98 9		
1.6 TDCi 95 Style ECOnetic S-S	£14945	94 87 11		
1.6 TDCi 95 Zetec ECOnetic S-S	£15495	94 87 12		
1.6 TDCi 95 Zetec S	£16145	94 95 12		
1.6 TDCi 95 Titanium ECOnetic	£16495	94 87 12		
1.6 TDCi 95 Titanium X	£17195	94 95 13		
FIESTA 5dr hatch Stylish and wonderfully engaging. The best supermini ★★★★★				
1.25 82 Style	£12995	80 120 7		
1.6 105 Titanium Powershift	£16645	103 138 12		
1.6 105 Zetec Powershift	£15645	103 138 12		
1.0 80 Zetec S-S	£14295	79 99 6		
1.0 80 Titanium S-S	£15295	79 99 7		
1.0 100 EcoBoost Zetec S-S	£14795	99 99 11		
1.0 100 EcoBoost Titanium S-S	£15795	99 99 11		
1.0 100 EcoBoost Titanium X S-S	£17045	99 99 11		
1.0 125 EcoBoost Titanium S-S	£16295	123 99 15		
1.0 125 EcoBoost Titanium X S-S	£17545	123 99 16		
1.25 60 Style	£12495	59 120 4		
1.25 82 Zetec	£13795	80 120 7		
1.5 TDCi 75 Style	£14595	74 98 8		
1.5 TDCi 75 Zetec	£15395	74 98 9		
1.5 TDCi 75 Titanium	£16395	74 98 9		
1.6 TDCi 95 Style ECOnetic S-S	£15545	94 87 11		
1.6 TDCi 95 Zetec ECOnetic S-S	£16095	94 87 12		
1.6 TDCi 95 Titanium ECOnetic	£17095	94 87 12		
1.6 TDCi 95 Titanium X	£17895	94 95 13		
ECOSPORT 5dr hatch Pumped up Fiesta okay, but developing world origins show through ★★★★★				
1.0 EcoBoost 125 Titanium	£15995	123 125 11		
1.0 EcoBoost 125 Titanium X	£16995	123 125 11		
1.5 112 Titanium	£14995	90 149 10		
1.5 112 Titanium X	£15995	90 149 10		
1.5 TDCi 91 Titanium	£16495	90 120 10		
1.5 TDCi 91 Titanium X	£17495	90 120 10		
FOCUS 5dr hatch Still				

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AUTOCAR TOP FIVES

Family hatchbacks



1 Volkswagen Golf From £17,000
Expensive it may be but there's enough class here to make the tag look reassuringly precise. A class above. ★★★★★



2 Ford Focus From £14,000
Has a blend of ride and handling that rivals can't match. One of the UK's most popular cars for all the right reasons. ★★★★★



3 Seat Leon From £16,000
As always, a Golf in cheaper Spanish drag. Margins are cleverly engineered to show, but this is the best Leon yet. ★★★★★



4 Mazda 3 From £17,000
As ever, it seems, the Mazda aces driveability and efficiency but fails to totally convince in an all-star class. ★★★★★



5 Peugeot 308 From £16,000
No name change, but the appeal of the latest 308 is all new. A serious contender for family hatch money. ★★★★★

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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDCi 150 Titanium X 2WD	£27095	148	122	20
2.0 TDCi 150 Titanium X Sport	£30045	148	122	20
2.0 TDCi 150 Zetec AWD	£24195	148	135	20
2.0 TDCi 180 Titanium AWD	£26345	177	135	22
2.0 TDCi 180 Titanium X AWD	£29095	177	135	22
C-MAX 5dr mpv As fun to drive as it is easy to live with				
★★★★★				
1.0T 100 EcoBoost Zetec S-S	£18695	99	117	10
1.0T 125 EcoBoost Zetec S-S	£19195	123	117	13
1.0T 100 EcoBoost Titanium S-S	£20195	99	117	10
1.0T 125 EcoBoost Titanium S-S	£20695	123	117	13
1.0T 125 EcoBoost Titanium X S-S	£22695	123	117	14
1.6 105 Zetec	£17655	103	149	11
1.6T 150 EcoBoost Titanium S-S	£20855	148	144	19
1.6T 182 EcoBoost Titanium X S-S	£23605	180	144	22
1.6 TDCi 115 Zetec	£19150	114	117	16
1.6 TDCi 115 Titanium	£20650	114	117	16
1.6 TDCi 115 Titanium X	£22650	114	117	16
2.0 TDCi 140 Titanium	£21725	138	129	20
2.0 TDCi 163 Titanium X	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater				
★★★★★				
1.0T 100 EcoBoost Zetec S-S	£20295	99	119	10
1.0T 125 EcoBoost Zetec S-S	£20795	123	119	13
1.0T 100 EcoBoost Titanium S-S	£21795	99	119	10
1.0T 125 EcoBoost Titanium S-S	£22295	123	119	13
1.0T 125 EcoBoost Titanium X S-S	£24295	99	119	14
1.6T 150 EcoBoost Titanium S-S	£22250	148	149	19
1.6T 182 EcoBoost Titanium X S-S	£24950	180	149	22
1.6 TDCi 115 Zetec	£20745	114	124	16
1.6 TDCi 115 Titanium	£22045	114	124	16
1.6 TDCi 115 Titanium X	£24045	114	124	16
2.0 TDCi 140 Titanium	£23250	138	134	20
2.0 TDCi 163 Titanium X	£25750	161	134	22
S-MAX 5dr mpv Proof that MPVs need not be boring or ungainly. Still the benchmark				
★★★★★				
1.6T 160 EcoBoost Zetec S-S	£23310	158	159	18
1.6 160 Eco Titanium S-S	£25060	158	159	18
2.0 203 EcoBoost Titanium auto	£26735	200	189	22
2.0 240 Tilt. X Sp. Au	£31485	237	199	27
1.6 TDCi 115 Zetec S-S	£24110	114	139	16
1.6 TDCi 115 Eco Titanium S-S	£25860	114	139	16
2.0 TDCi 140 Zetec	£24295	138	139	18
2.0 TDCi 140 Titanium	£26045	138	139	18
2.0 TDCi 163 Titanium	£26645	161	139	19
2.0 TDCi 163 Tilt. X Sp.	£30395	161	139	21
2.2 TDCi 200 Titanium	£27870	197	174	26
2.2 TDCi 200 Titanium X	£31620	197	174	26
GALAXY 5dr mpv Huge seven-seater MPV. Easy to place on the road. Not cheap				
★★★★★				
2.2 TDCi 200 Titanium X	£32875	197	179	27
1.6 160 EcoBoost Zetec S-S	£25670	158	167	18
1.6 160 Eco Titanium S-S	£27570	158	167	18
1.6 160 Eco Titanium X S-S	£30070	158	167	18
2.0 203 EcoBoost Titanium auto	£29235	200	189	24
2.0 203 EcoBoost Titan X auto	£31735	200	189	24
1.6 TDCi 115 Zetec S-S	£26460	114	139	16
1.6 TDCi 115 Eco Titanium S-S	£28360	114	139	16
1.6 TDCi 115 Eco Titanium X S-S	£30860	114	139	16
2.0 TDCi 140 Zetec	£26645	138	139	18
2.0 TDCi 140 Titanium	£28545	138	139	18
2.0 TDCi 163 Titanium X	£31045	138	139	18
2.0 TDCi 163 Titanium	£29145	161	139	21
2.0 TDCi 163 Titanium X	£31645	161	139	21
2.2 TDCi 200 Titanium	£30375	197	179	26

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.8 I-VTEC S	£18650	140	146	13
1.8 I-VTEC SE Plus	£20565	140	149	14
1.8 I-VTEC SE Plus-Nav	£21175	140	149	14
1.8 I-VTEC S-Nav	£19260	140	146	14
1.8 I-VTEC SR	£23135	140	149	14
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive				
★★★★★				
2.0 I-VTEC ES	£23200	154	159	23
2.0 I-VTEC ES GT	£24120	154	159	24
2.0 I-VTEC ES GT Nav	£25320	154	159	24
2.0 I-VTEC EX	£26580	154	162	24
2.4 I-VTEC EX	£27890	198	199	26
2.4 I-VTEC EX ADAS	£30290	198	199	27
2.2 I-DTEC 150 ES GT	£25400	148	138	24
2.2 I-DTEC 150 ES GT Nav	£26320	148	138	24
2.2 I-DTEC 150 ES EX	£27520	148	138	24
2.2 I-DTEC 150 EX	£28795	148	141	25
2.2 I-DTEC 150 EX ADAS	£31195	148	141	26
2.2 I-DTEC 180 Type S	£31435	177	147	28
2.2 I-DTEC 180 Type S ADAS	£33685	177	147	29
ACCORD TOURER 5dr estate As above but more desirable and useful				
★★★★★				
2.0 I-VTEC ES	£24680	154	163	23
2.0 I-VTEC ES GT	£25655	154	163	24
2.0 I-VTEC ES GT Nav	£26855	154	163	24
2.4 I-VTEC EX	£29550	198	201	26
2.4 I-VTEC EX ADAS	£31950	198	201	27
2.2 I-DTEC 150 ES	£26895	148	143	24
2.2 I-DTEC 150 ES GT	£27870	148	143	24
2.2 I-DTEC 150 ES GT Nav	£29070	148	143	24
2.2 I-DTEC 150 EX	£30330	148	146	25
2.2 I-DTEC 150 EX ADAS	£32730	148	146	26
2.2 I-DTEC 180 Type S	£32925	177	150	28
2.2 I-DTEC 180 Type S ADAS	£35175	177	150	29
HR-V 5dr hatch Cleverly packaged and comfortable crossover. Bland performance though				
★★★★★				
1.5 I-VTEC EX	£23195	128	-	-
1.5 I-VTEC S	£17995	128	-	-
1.5 I-VTEC SE	£19745	128	-	-
1.5 I-VTEC SE Nav	£20355	128	-	-
1.6 I-DTEC S	£19745	118	-	-
1.6 I-DTEC SE	£21495	118	-	-
1.6 I-DTEC SE Nav	£22105	118	-	-
1.6 I-DTEC EX	£24945	118	-	-
CR-V 5dr 4x4 The CR-V soldiers on. But it's hemmed in by cleverer competition				
★★★★★				
1.6 I-DTEC 120 SE-Nav 2WD	£26740	118	115	22
1.6 I-DTEC 120 SE-Nav 2WD	£24300	118	115	23
1.6 I-DTEC 120 SR 2WD	£28495	118	119	23
2.0 I-VTEC S 2WD	£22345	154	168	22
2.0 I-VTEC S-Nav 2WD	£23245	154	168	22
2.0 I-VTEC SE 2WD	£24515	154	168	22
2.0 I-VTEC SE-Nav 2WD	£25685	154	168	22
2.0 I-VTEC SE	£25615	154	173	22
2.0 I-VTEC SE-Nav	£26785	154	173	22
2.0 I-VTEC SR	£28595	154	177	23
2.0 I-VTEC EX	£30440	154	177	23
1.6 I-DTEC 120 S 2WD	£32400	118	115	22
1.6 I-DTEC 120 SE 2WD	£25570	118	115	22
1.6 I-DTEC 160 SE	£27570	158	129	26
1.6 I-DTEC 160 SE-Nav	£28740	158	129	26
1.6 I-DTEC 160 SR	£30625	158	133	27
1.6 I-DTEC 160 EX	£32470	158	133	27

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.4 Class	£12515	89	140	7
1.4 Active	£13665	89	140	8
1.4 Style	£14615	89	140	8
1.6 Active Auto	£15010	123	154	10
1.6 Style Auto	£15960	123	154	10
1.4 CRDi 90 Class	£13835	89	119	9
XC35 5dr 4x4 Classy, roomy cabin, predictable handling. Very competitive				
★★★★★				
1.6 GDI S 2WD	£17150	133	158	14
1.6 GDI S B'Drive 2WD ISG	£17330	133	149	14
1.6 GDI SE 2WD	£18750	133	158	14
1.6 GDI SE B'Drive 2WD ISG	£18930	133	149	14
1.6 GDI SE Nav 2WD	£19800	133	158	14
1.6 GDI SE Nav B'Drive 2WD ISG	£19980	133	149	14
1.7 CRDi SE Nav 2WD	£21300	114	139	14
1.7 CRDi Premium 2WD	£23000	114	139	14
1.7 CRDi Prem' Panorama 2WD	£23800	114	139	14
1.7 CRDi S 2WD	£18650	114	139	14
1.7 CRDi S 2WD	£20250	114	139	14
2.0 CRDi Premium 136 4WD	£25900	134	149	18
2.0 CRDi Prem' Panorama 4WD	£26700	134	149	18
2.0 CRDi SE Nav 136 4WD	£23150	134	149	18
2.0 CRDi SE Nav 136 4WD	£24200	134	149	18
SANTA FE 5dr 4x4 An injection of class has enhanced the Santa Fe's easygoing appeal				
★★★★★				
2.2 CRDi SE 4WD 5st	£27995	194	159	19
2.2 CRDi SE 4WD 7st	£29145	194	159	19
2.2 CRDi Premium 4WD 5st	£30595	194	159	19
2.2 CRDi Premium 4WD 7st	£31900	194	159	19
2.2 CRDi Premium SE 4WD 7st	£35395	194	159	20

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.4 Class	£12515	89	140	7
1.4 Active	£13665	89	140	8
1.4 Style	£14615	89	140	8
1.6 Active Auto	£15010	123	154	10
1.6 Style Auto	£15960	123	154	10
1.4 CRDi 90 Class	£13835	89	119	9
XC35 5dr 4x4 Classy, roomy cabin, predictable handling. Very competitive				
★★★★★				
1.6 GDI S 2WD	£17150	133	158	14
1.6 GDI S B'Drive 2WD ISG	£17330	133	149	14
1.6 GDI SE 2WD	£18750	133	158	14
1.6 GDI SE B'Drive 2WD ISG	£18930	133	149	14
1.6 GDI SE Nav 2WD	£19800	133	158	14
1.6 GDI SE Nav B'D				

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WHAT'S COMING WHEN

Range Rover Evoque Convertible **Spring 2016**

Such was the reaction to Land Rover's convertible Evoque concept in 2012 that the firm has taken the car to production. Set to be offered in high-spec Dynamic and Dynamic HSE forms only, the Evoque Convertible is powered by either a 178bhp 2.0-litre diesel or a 237bhp 2.0-litre petrol. **Price** £47,500

AUTUMN/WINTER 2015

Alpina D3 Biturbo, Audi A4, RS6/RS7 Performance, Alfa Romeo Giulia, BMW X1, DS 4 facelift, Ford Escort, Hyundai Santa Fe facelift, Tucson, Jaguar XF, F-Type SVR, Jeep Grand Cherokee facelift, Kahn Vengeance, Flying Huntsman Pick-Up, Kia Optima, Cee'd facelift, Koenigsegg Regera, Agera RS, Lexus GS F, RX, Lotus Elise Sport, Elise Sport 220, Mercedes-Benz A-Class facelift, C-Class Coupé, G500 4x4, GLC, Mini Clubman, Nissan Murano, Pulsar Nismo, Peugeot 308 GTi, Porsche 911 facelift, Renault Mégane RS 275, Seat Ibiza facelift, Skoda Superb, Smart Forfour Brabus, Fortwo Cabriolet, Subaru Levorg, Vauxhall Astra, Volkswagen Golf GTE, Transporter, Touran, Tiguan, Vuhl 05

SPRING 2016

Alpina B7, Audi S8 Plus, S4, Q2, R8 Spyder, Bentley Bentayga, BMW M2, M4 GTS, 225xe Active Tourer, 330e, 3 Series GT facelift, Cadillac CT6, Chevrolet Camaro, Elemental RP1, Ferrari 128 Spider, Fiat Tipo, Ford Focus RS, Edge, Infiniti Q30, Honda NSX, Hyundai i20 Active, i20 1.0, Jaguar P-Pace, Kia Sportage, Kahn Speed 7, Lamborghini Aventador SV roadster, Land Rover Range Rover Evoque Convertible, Lotus 3-Eleven, Maserati Levante, Mercedes-AMG C63 Coupé, Mercedes-Benz S-Class Cabriolet, GLS, Mini Countryman, Convertible, Porsche Boxster facelift, 911 Carrera 4/4S, Cayman facelift, Macan GTS, Toyota Prius, C-HR, RAV4 facelift, Vauxhall Astra Sports Tourer, Volkswagen Golf GTI Clubsport, Volvo S90

SUMMER 2016

Alfa Romeo Mito facelift, Alpine A120, Aston Martin DB11, Audi RS4, BMW 1 Series saloon, 740e, Borgward BXT, Ferrari F12 Speciale, Fiat 124 Spider, Ford Ka, Infiniti QX30, Mercedes-AMG SL63, Mercedes-Benz E-Class, SL facelift, SLC, C-Class Cabriolet, CLA facelift, CLA Shooting Brake facelift, Mercedes-Maybach S-Class Pullman, MG GS, Mitsubishi Outlander facelift, Renault Mégane, Seat Leon SUV, Skoda Roomster, Tesla Model X

AUTUMN/WINTER 2016

Audi Q5, Ford GT, Hyundai Hybrid, Infiniti Q60, Kia Niro, Lexus LF-LC, Mercedes-AMG GT3, E63, Mercedes-Benz S-Class facelift, Morgan EV3, Nissan Juke, Renault Scenic, Subaru Impreza, Vauxhall Insignia

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Mercedes-Benz GLS **Spring 2016**

Mercedes-Benz completes the renaming of its SUV range with the launch of the GLS. In effect a facelifted version of the old GL, the GLS is so named because of the luxurious associations with the flagship S-Class. As such, it features a rich interior and comes with more efficient engines and the option of a nine-speed automatic transmission. **Price** £69,100

Make and Model	Price	Bhp	CO ₂ g/km	Annual mileage group
CEED 5dr estate Another slightly bigger looker from Schreyer, but also forgettable	£16400	99	148	8
1.4 98 VR7	£17295	89	109	6
1.4 CRDi 89 11SG	£18095	126	116	12
1.6 CRDi 126 11SG	£19695	126	116	12
1.6 CRDi 126 3 ISG	£21495	126	116	13
1.6 CRDi 126 4 ISG	£23295	126	116	14
1.6 CRDi 126 4 Tech ISG	£25195	126	116	15
PROCEED 3dr hatch Another slightly smaller looker from Schreyer. Still not memorable	£14900	133	143	10
1.4 98 VR7	£17895	133	124	14
1.6 GDI 133 SE	£19905	133	137	15
1.6 GDI 133 SE DCT auto	£21205	133	140	16
1.6 T-GDI 201 GT	£20205	201	171	29
1.6 T-GDI 201 GT Tech	£22905	201	171	30
1.6 CRDi 126 3 ISG	£18995	126	103	13
1.6 CRDi 126 SE ISG	£20995	126	112	13
1.6 CRDi 126 SE Tech	£23095	126	112	13
SOUL 5dr hatch Looks divide opinion. Better value now, but still hardly the best option	£29995	107	-	19
EV 81kW	£12800	130	158	9
1.6 GDI Start	£15000	130	158	10
1.6 GDI Connect	£16100	130	158	10
1.6 GDI Connect Plus	£18355	130	170	11
1.6 GDI Mixx	£20155	130	170	11
1.6 CRDi Connect	£16600	126	132	9
1.6 CRDi Connect Plus	£17700	126	132	10
1.6 CRDi Mixx	£19950	126	132	10
1.6 CRDi Mixx	£21750	126	132	11
OPTIMA 4dr saloon Looks the part, but is well off the European saloon pace	£22895	134	128	17
1.7 CRDi 1 ISG	£19995	134	128	17
1.7 CRDi 1 ISG	£25795	134	128	20
VENGA 5dr mpv Versatile interior, but firm ride and high price disappoint	£11995	89	130	8
1.4 89 1 ISG	£12795	89	130	8
1.4 89 1 Air ISG	£13595	89	130	9
1.4 89 SR7 ISG	£13895	89	130	9
1.6 123 3 ISG	£16190	123	139	13
1.6 123 3 auto	£15810	123	154	11
1.6 123 3 auto	£17290	123	154	11
1.4 CRDi 89 2	£15195	89	119	10
1.4 CRDi 89 SR7	£14895	89	119	10
1.6 CRDi 114 3 ISG	£17475	114	117	14
1.6 CRDi 114 4 ISG	£18570	114	117	14
CARENS 5dr mpv Nicely up to scratch now, but no class leader	£25250	136	132	16
1.6 GDI 1 ISG	£18195	133	149	13
1.6 GDI 2 ISG	£19600	133	149	13
1.7 CRDi 114 1 ISG	£19590	114	124	12
1.7 CRDi 114 2 ISG	£20995	114	124	12
1.7 CRDi 134 2 Au	£22400	136	159	16
1.7 CRDi 134 3 ISG	£24300	136	132	16
SPORTAGE 5dr 4x4 Good ride, handling and usability. Looks decent too	£25000	114	143	14
2.0 CRDi 4 2WD ISG	£21500	134	149	16
1.6 GDI 1 2WD	£17500	133	158	14
1.6 GDI 2 2WD ISG	£19800	133	149	15
1.7 CRDi 1 2WD ISG	£19100	114	135	12
1.7 CRDi 2 2WD ISG	£21200	114	135	13
1.7 CRDi 3 2WD ISG	£23100	114	143	13
1.7 CRDi 3 SatNav 2WD ISG	£23900	114	143	13
2.0 CRDi KX-2 4WD	£23600	134	149	17
2.0 CRDi KX-3 4WD	£25500	134	156	17
2.0 CRDi KX-3 4WD nav	£26300	134	156	17
2.0 CRDi KX3 4WD sn au	£27610	134	183	17
2.0 CRDi 181 KX-4 4WD	£28200	134	158	19
SORENTO 5dr 4x4 Route one solution to the problem, but you know where you stand with it	£28795	197	149	24
2.2 CRDi KX-1	£31995	197	161	25
2.2 CRDi KX-2	£31995	197	161	25
2.2 CRDi KX-3	£35845	197	161	26
2.2 CRDi KX-4	£41000	197	177	28
KTM				
X-BOW 0dr unknown Eccentric looks, sharp handling. Expensive	£49980	237	185	-
2.0 Street	£59755	237	185	-
2.0 Clubsport	£59755	237	185	-
2.0 Supertlight	£79305	237	185	-
2.0 ABT Sp.Line 300	£59755	296	189	-
LAMBORGHINI				
HURACAN 2dr coupé A supercar to its bones, but the flaws are just as obvious	£180720	601	-	-
5.2 V10 LP 610-4	£180720	601	-	-
AVENTADOR 2dr coupé Big, bullish and ballistic. But not perfect	£242280	690	398	-
6.5 LP700-4	£242280	690	398	-
LAND ROVER				
DEFENDER 3dr 4x4 An institution. Unbeatable off road, crude on it	£23100	120	266	-
90 2.2D Hard Top	£25265	120	269	25
90 2.2D S'Wagon	£27305	120	269	25
90 2.2D County	£30505	120	269	26
90 2.2D XS S'Wagon	£30505	120	269	26
DEFENDER 5dr 4x4 An institution. Unbeatable off road, crude on it	£25010	120	295	26
110 2.2D Hard Top	£29550	120	295	26
110 2.2D County Utility Wagon	£27620	120	295	27
110 2.2D S'Wagon	£27620	120	295	27
110 2.2D County	£29550	120	295	28
110 2.2D XS S'Wagon	£33405	120	295	28
110 2.2D XS Utility Wagon	£32405	120	295	29
DISCOVERY 5dr 4x4 The best compromise between off and on-road ability	£40005	252	213	39
3.0 SDV6 255 GS	£46865	252	213	40
3.0 SDV6 255 XS	£54495	252	213	41
3.0 SDV6 255 HSE	£54495	252	213	41
DISCOVERY SPORT 5dr 4x4 Hugely alluring compact seven-seater	£32395	188	162	28
2.2 SD4 190 SE	£33895	188	162	28
2.2 SD4 190 SE Tech	£37595	188	162	31
2.2 SD4 190 HSE	£37595	188	162	31
2.2 SD4 190 HSE Luxury	£41195	188	162	31
RANGE ROVER EVOQUE 3dr 4x4 A new class of desirability for the SUV	£31205	148	129	29
2.2 eD4 150 Pure 2WD	£33505	188	149	33
2.2 SD4 190 Pure Tech 4WD	£33505	188	149	33
2.2 SD4 190 Dynamic 4WD	£39305	188	149	34
RANGE ROVER EVOQUE 5dr 4x4 A new class of desirability for the SUV	£46210	237	181	39
2.0 Si4 240 Dynamic Lux 4WD	£29205	148	133	29
2.2 eD4 150 Pure 2WD	£31205	148	133	29
2.2 SD4 190 Pure 4WD	£31505	188	149	33
2.2 SD4 190 Pure Tech 4WD	£33505	188	149	33
2.2 SD4 190 Dynamic 4WD	£39305	188	149	34
RANGE ROVER 5dr 4x4 Arguably the best luxury car in the world. Easily the best SUV	£102450	503	299	50
5.0 V8 S Aubiography	£101505	503	299	50
5.0 V8 S Aubiography LWB	£101505	503	299	50
3.0 TDV6 Vogue	£74950	254	182	45
3.0 TDV6 Vogue SE	£81850	254	182	45
3.0 TDV6 Aubiography	£91550	254	182	45
3.0 TDV6 Hybrid Aubiography	£102450	335	164	50
4.4 SDV8 Vogue	£81950	308	219	50
4.4 SDV8 Vogue SE	£88850	308	219	50
4.4 SDV8 Aubiography	£98550	308	219	50
4.4 SDV8 Aubiography LWB	£102650	308	219	50
RANGE ROVER SPORT 5dr 4x4 Just the right kind of dynamic twist. Brilliant	£84350	503	298	49
5.0 V8 S Aubiography Dynamic	£61950	288	185	43
3.0 SDV6 HSE	£67150	288	185	43
3.0 SDV6 HSE Dynamic	£77850	288	185	43
3.0 SDV6 Aubiography Dynamic	£84350	334	219	47
4.4 SDV8 Aubiography Dynamic	£84350	334	219	47
LEXUS				
CT 5dr hatch Makes sense only as a company car. Not fun	£21245	134	82	19
200h S	£22745	134	94	19
200h SE	£24245	134	94	19
200h Advance	£24745	134	94	20
200h Luxury	£26995	134	94	20
200h F Sport	£29745	134	94	21
200h Premier	£29745	134	94	21
IS 4dr saloon Sleek junior exec, well made and interesting. Needs a better diesel	£26495	204	199	32
250 SE	£27995	204	199	32
250 F Sport	£30495	204	213	33
250 Luxury	£33495	204	213	34
250 Premier	£28995	217	99	31
300h S	£32495	217	103	32
300h Luxury	£36750	217	103	33
300h F Sport	£33495	217	103	32
300h Premier	£36750	217	103	33
GS 4dr saloon Refreshingly different, but lacks a diesel engine	£31495	179	109	31
300h S	£37495	179	113	32
300h Luxury	£41745	179	113	33
300h F Sport	£43745	179	113	33
450h Luxury	£45495	338	141	42
450h F Sport	£51495	338	145	42
450h Premier	£51495	338	141	42
LS 4dr saloon Uninspiring luxury barge with a huge kit list attached	£71995	382	249	48
460 F Sport	£74495	382	249	49
460 F Sport	£99995	439	199	50
600h L Premier	£101510	439	199	50
600h L Premier Night View	£101510	439	199	50
NX 5dr hatch Some good ideas, but dramatically off the pace to drive	£38095	235	183	-
2.0 200h F Sport	£29495	195	116	29
300h S 2WD	£31495	195	121	31
300h SE	£34495	195	121	31
300h F Sport	£36995	195	121	32
300h Premier	£42995	195	121	33
RX 5dr 4x4 Low flexibility, but hybrid function makes a degree of economic sense	£44495	245	145	40
450h SE	£48495	245	145	41
450h Luxury	£51995	245	145	42
450h F Sport	£55495	245	145	43
RC-F 2dr coupé An also-ran in the segment, although naturally-aspirated V8 is easy to like	£59995	471	251	48
5.0 V8	£67995	471	251	50
5.0 V8 Carbon	£67995	471	251	50
LOTUS				
ELISE 2dr open Pure sports car. Great chassis and steering, low running costs	£28580	134	149	43
1.6 Club Racer	£29050	134	149	43
1.6	£30650	134	149	43
1.6 Sport	£37205	217	175	43
1.8 S	£37205	217	175	43
EXIGE 2dr coupé Sharp, uncompromising track car. Unforgiving on road	£54610	345	236	47
3.5 V6 S	£53080	276	217	50
EVORA 2dr coupé Sublime combination of plant ride and sweet handling	£54980	276	217	50
3.5 V6	£58850	276	217	50
3.5 V6 +2	£62290	345	229	50
3.5 V6 Sp. Racer	£64190	345	229	50
3.5 V6 S +2	£66850	345	229	50
3.5 V6 S Sp. Racer	£66850	345	229	50
MASERATI				
GHIBLI 4dr saloon Classy and entertaining but less polished than a 5-Series	£53575	325	223	50
3.0 V6	£46170	204	242	50
3.0 V6 S	£49160	271	158	50
3.0 V6	£81555	404	242	50
3.8 V8 GTS	£109625	523	274	50
3.0 V6	£69235	271	164	50
GRANTURISMO 2dr coupé Fantastic looks and soundtrack, average chassis	£82280	400	330	50
4.2 V8	£90810	453	331	50
4.7 V8 Sport	£101135	453	360	50
4.7 V8 MC Stradale	£101135	453	360	50
GRANCABRIO 2dr open Fantastic looks and soundtrack, average chassis	£98340	433	337	50
4.7 V8 Sport	£103935	453	337	50
MAZDA				
2 5dr hatch Much more grown-up now. Handsome and comfortable - if slightly less fun	£11995	74	110	-
1.5 SE	£12995	74	110	-
1.5 SE-L	£13995	90	105	-
1.5 SE-L Nav	£14395	90	105	-
1.5 SE Sport	£14995	90	105	-
1.5 SE Sport Nav	£15395	90	105	-
1.15 SE Sport Nav	£15995	113	117	-
1.5 SE-L SE-L	£15995	104	89	-
1.5 SE-L SE-L Nav	£16395	104	89	-
1.5 SE-L SE-L Nav	£16995	104	89	-
1.5 SE-L SE-L Nav	£17395	104	89	-
3 5dr hatch Refined, well-priced family choice. Dynamically satisfying, too	£16995	99	119	13
1.5 SE-L	£17595	99	119	13
1.5 SE-L SE-L	£17895	118	119	17
1.5 SE-L SE-L Nav	£18795	118	119	18
1.5 SE-L SE-L Nav	£19395	118	119	18
1.5 SE-L SE-L Nav	£20195	118	119	18
1.5 SE-L SE-L Nav	£21295	126	135	22
1.5 SE-L SE-L Nav	£19645	148	107	23
1.5 SE-L SE-L Nav	£20245	148	107	23
1.5 SE-L SE-L Nav	£21145	148	107	24
1.5 SE-L SE-L Nav	£21745	148		

Make and Model	Price	Bhp	CO ₂ g/km	Annual mileage group
220 BlueTec AMG Line	£46500	175	129 44	
350 BlueTec AMG Line	£49950	254	162 47	
CLS 5dr shooting brake Saloon-like practicality, coupé-like rewards	★★★★★			
63 AMG S	£87010	577	231 50	
220 BlueTec AMG Line	£48080	175	129 44	
350 BlueTec AMG Line	£51400	254	162 47	
GLA 5dr 4x4 Not the most practical crossover, but good looking and very decent to drive	★★★★★			
GLA250 AMG Line 4Matic	£31295	208	154 34	
GLA45 AMG 4MATIC	£44600	354	175 -	
GLA200 CDI Sport	£26265	134	119 25	
GLA200 CDI Sport 4Matic	£29215	134	119 25	
GLA200 CDI AMG Line	£27210	134	119 25	
GLA200 CDI 4Matic AMG Line	£30215	134	119 25	
GLA220 CDI Sport 4Matic	£30645	168	129 28	
GLA220 CDI AMG Line 4Matic	£31645	168	129 28	
G-CLASS 5dr 4x4 Massively expensive and compromised, but with character to spare	★★★★★			
63 AMG BlueTEC	£86445	208	295 -	
G650 AMG	£129665	531	322 -	
GL-CLASS 5dr 4x4 Decent on road and off despite its size. Nice cabin, too	★★★★★			
GL350 BlueTEC AMG Sport	£60755	261	209 49	
GL63 AMG	£93360	549	288 50	
SLK 2dr open Enthusiastic, neat handling and brisk all-weather roadster	★★★★★			
200 CGI BlueEFF Sport	£34750	181	158 41	
250 CGI BlueEFF Sport	£38710	201	169 44	
350 CGI BlueEFF Sport	£44610	302	167 45	
SLK55 AMG	£55530	416	195 47	
SLK250 CDI	£33150	201	132 42	
SLK250 CDI AMG Sport	£37150	201	132 42	
SL 2dr open Big, luxurious and classier than a royal stud farm. Merc at its best.	★★★★★			
SL400 AMG Sport	£72505	329	178 50	
SL500 AMG Sport	£81920	429	212 50	
SL63 AMG	£112520	557	231 50	
SL65 AMG	£170825	621	270 50	
AMG GT 2dr coupé Clever and handsome replacement for the SLS. Different, but very good	★★★★★			
4.0 V8	£197500	456	216 50	
4.0 V8 S	£105000	504	216 50	
CL 2dr coupé Comfortable big coupé. More GT than sports car	★★★★★			
CL500	£99545	429	227 50	
CL63 AMG	£118885	536	244 50	
CL65 AMG	£164840	621	334 50	
M-CLASS 5dr 4x4 Roomy, quiet and well-appointed. A proper Merc SUV	★★★★★			
ML350 BlueTEC SE Exec	£51340	254	189 43	
ML63 AMG	£87005	536	276 50	
ML350 BlueTEC SE Exec	£48190	201	165 38	
ML250 BlueTEC AMG Line	£50850	201	165 38	
ML350 BlueTEC AMG Line	£54000	254	189 43	
V-CLASS 5dr mpv Expensively appointed mini bus. With matching price tag	★★★★★			
V220 SE	£41845	161	149 -	
V220 Sport	£44340	161	149 -	
V220 Extra Long SE	£43380	161	149 -	
V220 Extra Long Sport	£45875	161	149 -	
V250 SE	£43520	161	157 -	
V250 Sport	£46015	161	157 -	
V250 Extra Long SE	£45055	161	157 -	
V250 Extra Long Sport	£47550	161	157 -	
MG				
MG3 5dr hatch Neatly tuned and nicely styled supermini. Flaws covered up by price	★★★★★			
1.5 3Time	£8399	105	136 4	
1.5 3Form	£9299	105	136 4	
1.5 3Form Sport	£9549	105	136 4	
1.5 3Style	£9999	105	136 4	
MG6 5dr hatch Good dynamics and space. Poor finish and running costs	★★★★★			
1.9 DTI Diesel S	£13995	148	119 -	
1.9 DTI Diesel TS	£16155	148	119 -	
1.9 DTI Diesel TL	£17995	148	119 -	
MINI				
HATCH 3dr hatch Has matured very satisfyingly into its larger footprint. A real contender	★★★★★			
1.2 One	£13955	102	108 12	
1.5 Cooper	£15505	134	105 18	
2.0 S Cooper	£18840	189	133 26	
1.5 D One	£15075	114	89 11	
1.5 D Cooper	£16635	114	92 15	
2.0 SD Cooper	£19655	168	106 23	
HATCH 5dr hatch Additional door hardly adds much. Bottom line embellished nevertheless	★★★★★			
1.2 One	£14565	102	112 12	
1.5 Cooper	£16105	134	109 18	
2.0 S Cooper	£19440	189	136 26	
1.5 D One	£15675	94	92 11	
1.5 D Cooper	£17235	114	95 11	
2.0 SD Cooper	£20255	168	109 23	
PACEMAN 3dr coupé Two-door Countryman a Mini too far for us. Tough to like	★★★★★			
1.6 Cooper	£19115	121	137 16	
1.6T Cooper S	£22485	181	139 30	
1.6T Cooper S ALL4	£23720	181	148 29	
1.6T John Cooper Works	£29575	208	165 34	
1.6D Cooper D ALL4	£21645	110	123 14	
1.6D Cooper D	£20375	110	115 15	
2.0D Cooper SD	£23235	141	119 20	
2.0D Cooper SD ALL4	£24535	141	126 19	
COUNTRYMAN 5dr 4x4 Big, but still more fun than a useful	★★★★★			
1.6 One 2WD	£17105	97	134 12	
1.6 Cooper 2WD	£18625	120	137 16	
1.6T Cooper S 2WD	£22005	181	139 30	
1.6T Cooper S ALL4 4WD	£23240	181	148 28	
1.6T JCW	£28985	215	165 33	
1.6D One 2WD	£18135	89	111 13	
1.6D Cooper 2WD	£19885	110	118 18	
1.6D Cooper ALL4 4WD	£22165	110	123 16	
2.0D Cooper SD	£22755	141	119 20	
2.0D Cooper SD ALL4 4WD	£24055	141	126 20	
MITSUBISHI				
I 5dr hatch Electric city transport. Fun, quirky but ludicrously expensive	★★★★★			
MIEV Keigo	£28554	63	0 27	
IRIS 5dr hatch Straightforward hatchback. Not for the likes of us	★★★★★			
1.2 70C MIVEC 1	£9054	70	96 15	
1.2 79 MIVEC 2	£11054	79	96 18	
1.2 79 MIVEC 3	£12054	79	100 18	
ASX 5dr hatch Engine sets a new standard, but otherwise unexceptional	★★★★★			
1.6 2 ZWD	£15184	115	137 13	
1.6 3 ZWD	£17435	115	137 13	
1.8 DIO 3 ZWD	£19435	114	136 19	
1.8 DIO 4 ZWD	£23434	114	136 19	
2.2 DIO 4 4WD auto	£24884	148	153 19	
SHOOGUN 5dr 4x4 Has its appeal. Needs more chassis finesse, but still charming	★★★★★			
3.2 D-DC SG2	£29544	197	213 32	
3.2 D-DC SG3 auto	£34744	197	224 34	
3.2 D-DC SG4 auto	£37744	197	224 34	
OUTLANDER 5dr 4x4 Practical and efficient, although very ordinary inside	★★★★★			
2.0 PHEV GX3h	£33300	200	44 26	
2.0 PHEV GX4h	£37954	200	44 27	
2.0 PHEV GX4hs	£40054	200	44 24	
2.0 PHEV GX5h	£42954	200	44 28	
2.2 DIO 4WD	£45054	200	44 24	
2.2 DIO 4WD 4x4	£23984	148	138 22	
2.2 DIO 4WD 4x4	£26784	148	140 23	
2.2 DIO 4WD 4x4	£30684	148	140 24	
2.2 DIO 4WD 4x4 Au	£34234	148	153 22	
MORGAN				
3 WHEELER 0dr open Eccentric, uniquely English and not a little special	★★★★★			
1.9 115 Sport	£31140	115	215 -	
1.9 115 Bespoke	£34000	115	-	
1.9 115 Supercity	£34995	115	-	
AERO SUPERSPORTS 2dr open Has pace and kerbside status, but pricey	★★★★★			
4.8 V8	£126900	390	269 -	
4-4 2dr open Has its appeal, but not so rewarding to drive	★★★★★			
1.6	£31500	110	-	
PLUS 4 2dr open Has its appeal. Needs more chassis finesse, but still charming	★★★★★			
2.0 2 Seater	£33400	145	172 -	
2.0 4 Seater	£40200	145	172 -	
ROADSTER 2dr open More advanced, but pricey and needs better brakes	★★★★★			
3.7 V6 4 Seater	£51000	280	-	
3.7 V6	£40500	280	-	
PULSE EIGHT 2dr open Oldie V8 charm lives on, but requires outlets of cash	★★★★★			
4.8 V8	£85200	367	-	
NISSAN				
MICRA 5dr hatch Low running costs but below average overall	★★★★★			
1.2 Visia	£10295	79	115 6	
1.2 Acenta	£11945	79	115 7	
1.2 Tekna	£13345	79	115 7	
1.2 DIG-S Visia	£12045	97	95 10	
1.2 DIG-S Acenta	£13045	97	99 10	
1.2 DIG-S Tekna	£14445	97	99 11	
JUKE 5dr hatch High-riding, funky hatch is a compelling package. High CO2	★★★★★			
1.2 DIG-T Acenta	£15320	114	129 12	
1.2 DIG-T Acenta Premium	£16720	114	129 12	
1.2 DIG-T Tekna	£17770	114	129 12	
1.6 Visia	£13620	93	138 12	
1.6 DIG-T 190 Acenta Premium	£18150	188	159 21	
1.6 DIG-T 190 Tekna	£19200	188	159 21	
1.6 DIG-T 200 Nismo	£21650	197	159 21	
1.5dCi Visia	£15520	109	104 13	
1.5dCi Acenta	£16715	109	104 13	
1.5dCi Acenta Premium	£18115	109	104 13	
1.5dCi Tekna	£19165	109	104 13	
NOTE 5dr hatch It lacks a bit of verve, but objectively the Note is entirely fit for purpose	★★★★★			
1.2 Visia	£12130	78	109 6	
1.2 Acenta	£13525	78	109 6	
1.2 Acenta Premium	£14465	78	109 6	
1.2 DIG-S Acenta	£14625	97	99 10	
1.2 DIG-S Acenta Premium	£15565	97	99 10	
1.2 DIG-S Tekna	£16470	97	99 10	
1.5dCi Visia	£14130	89	92 8	
1.5dCi Acenta	£15525	89	92 8	
1.5dCi Acenta Premium	£16465	89	92 9	
1.5dCi Tekna	£17370	89	92 9	
LEAF 5dr hatch Comfortable electric car with 100-mile range	★★★★★			
80kW Tekna	£30590	107	0 24	
80kW Visia	£26490	107	0 23	
80kW Visia+	£27590	107	0 23	
80kW Acenta	£28590	107	0 23	
PULSAR 5dr hatch Undeniably fit for purpose, but its appeal goes no deeper than that	★★★★★			
1.2 DIG-T 115 Visia	£15995	114	117 10	
1.2 DIG-T 115 Acenta	£17645	114	117 10	
1.2 DIG-T 115 N-tec	£18995	114	117 10	
1.2 DIG-T 115 Tekna	£20345	114	117 10	
1.5dCi 110 Visia	£17595	109	94 11	
1.5dCi 110 Acenta	£19245	109	94 11	
1.5dCi 110 N-tec	£20595	109	94 11	
1.5dCi 110 Tekna	£21945	109	94 11	
QASHQAI 5dr hatch Second generation a masterly update of the first. The crossover to beat	★★★★★			
1.6 dCi 130 Tekna 4WD	£28500	128	115 19	
1.2 DIG-T 115 Visia	£18265	113	129 17	
1.2 DIG-T 115 Acenta	£19850	113	129 14	
1.2 DIG-T 115 N-tec	£21700	113	129 14	
1.2 DIG-T 115 N-tec +	£22250	113	129 14	
1.6 BlueHdi 120 Tekna	£23800	113	129 14	
1.6 DIG-T 163 N-tec	£23200	161	138 14	
1.6 DIG-T 163 N-tec +	£23750	161	138 14	
1.6 DIG-T 163 Tekna	£25300	161	138 14	
1.5dCi 110 Visia	£20015	109	97 17	
1.5dCi 110 Acenta	£21600	109	97 17	
1.5dCi 110 N-tec	£23450	109	97 14	
1.5dCi 110 N-tec +	£24000	109	97 14	
1.5 dCi 110 Tekna	£25550	109	99 15	
1.6 dCi 130 Tekna	£26800	128	115 19	
X-TRAIL 5dr 4x4 Sleek, Qashqai-based crossover is an easy win if you require seven seats	★★★★★			
1.6 dCi Visia 2WD	£23195	128	129 19	
1.6 dCi Acenta 2WD	£24995	128	129 19	
1.6 dCi 130 MIVEC 1	£26695	128	139 20	
1.6 dCi n-tec 2WD	£27645	128	129 19	
1.6 dCi n-tec 4WD	£29345	128	139 20	
1.6 dCi Tekna 2WD	£29645	128	129 19	
1.6 dCi Tekna 4WD	£31345	128	139 20	
707Z 2dr coupé Great engine and poised handling.	★★★★★			
3.0 V6 Nismo	£37585	345	248 46	
3.7 V6	£27445	325	248 46	
3.7 V6 GT	£32525	323	248 46	
GT-R 2dr coupé A benchmark. Great drive, brutal power, sensational value	★★★★★			
3.8 V6 2014 MY	£78030	523	275 50	
3.8 V6 Nismo	£125000	523	275 50	
NOBLE				
M600 2dr coupé A new era for the Brit maker. Outstanding pace and handling	★★★★★			
4.4 V8	£200000	650	-	
PEUGEOT				
ION 5dr hatch Good electric powertrain, comically expensive	★★★★★			
63 UK drive	£26216	63	0 28	
208 3dr hatch Sister car to the Aygo. And distant second to most city car rivals	★★★★★			
1.0 Access	£8345	68	95 5	
1.0 Active	£9995	68	95 5	
1.0 Active Sport	£10595	68	95 5	
1.0 Active S-S	£9845	68	88 6	
1.0 Active S-S Top	£10845	68	88 6	
1.2 VTI Allure	£11095	81	99 11	
1.2 VTI Allure Top	£12095	81	99 11	
1.2 VTI Allure	£11945	81	99 11	
208 5dr hatch Sister car to the Aygo. And distant second to most city car rivals	★★★★★			
1.0 Access	£9995	68	95 5	
1.0 Active	£10995</			

Make and Model	Price	Bhp	CO ₂ g/km	0-100 sec	Make and Model	Price	Bhp	CO ₂ g/km	0-100 sec	Make and Model	Price	Bhp	CO ₂ g/km	0-100 sec	Make and Model	Price	Bhp	CO ₂ g/km	0-100 sec
1.4 TSI 140 ACT FR	£16745	138	109	21	1.6 TDI 90 GreenLine	£17975	103	99	13	1.6 TDI 105 Outdoor S GreenLine	£18405	103	119	14	1.6 DDIS S24	£17999	118	110	20
1.2 TDI 75 S A-C	£14555	74	105	7	1.6 TDI 90 GreenTech Eleg.	£17965	103	104	13	1.6 TDI 105 SE GreenLine II	£19915	103	119	14	1.6 DDIS S2-T	£19499	118	110	20
1.2 TDI 75 S A-C Econative	£15080	74	92	7	1.6 TDI 90 GreenTech SE	£17215	103	104	13	1.6 TDI 105 Outdoor SE GreenLine	£19915	103	119	14	1.6 DDIS S2-T Allgrip	£21299	118	114	18
1.2 TDI 75 SE Econative	£15610	74	92	7	1.6 TDI 90 S	£16015	103	114	13	1.6 TDI 105 Eleg. GreenLine	£21675	103	119	14	1.6 DDIS S25	£21749	118	110	19
1.6 TDI 105 SE	£16160	104	112	14	1.6 TDI 90 SE	£16965	103	114	13	1.6 TDI 105 Outdoor Eleg.	£21675	103	119	14	1.6 DDIS S25 Allgrip	£23549	118	114	19
1.6 TDI 105 FR	£17160	104	112	14	1.2 T5 S	£13350	74	137	7	2.0 TDI 110 S	£18255	109	134	14	VITARA Sdr 4x4	Utterly worthy addition to the class. ★★★★★			
TOLEDO Sdr hatch	Makes practical sense, but leaves no other lasting impression ★★★★★				1.4 T140 84	£14140	84	119	10	2.0 TDI 110 Outdoor S	£18255	109	134	14	Drives better than most ★★★★★				
1.2 TSI 85 S	£14265	84	119	10	1.2 TSI 86 S	£15090	84	119	10	2.0 TDI 110 Outdoor S 4WD	£19895	109	154	14	1.6 S25 Allgrip	£19799	118	123	-
1.2 TSI 105 S	£15295	104	116	13	1.2 TSI 86 GreenTech S	£14390	84	114	10	2.0 TDI 110 SE	£19765	109	134	14	1.6 S24	£13999	118	123	-
1.2 TSI 105 SE	£16515	104	118	14	1.2 TSI 86 GreenTech SE	£15340	84	114	10	2.0 TDI 110 Outdoor SE	£19765	109	134	14	1.6 S2-T	£15499	118	123	-
1.4 TSI 122 SE DSG	£17965	120	134	17	1.2 TSI 105 SE	£15790	104	125	13	2.0 TDI 110 Eleg.	£21590	109	134	14	1.6 S25	£17999	118	123	-
1.6 TDI 105 CR S Econative	£17150	104	104	15	1.2 TSI 105 Eleg.	£16540	104	125	13	2.0 TDI 110 Outdoor Eleg.	£21590	109	134	14	1.6 DDIS S2-T	£16999	118	106	-
1.6 TDI 105 CR SE Econative	£18370	104	106	15	1.2 TSI 105 GreenTech SE	£16040	104	118	13	2.0 TDI 140 Outdoor SE 4WD	£22230	138	152	18	1.6 DDIS S25	£19499	118	106	-
LEON Sdr hatch	Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				1.6 TDI 105 SE	£16790	104	118	13	2.0 TDI 140 Outdoor Eleg. 4WD	£24165	138	152	19	1.6 DDIS S25 Allgrip	£21299	118	106	-
1.6 TDI 110 SE Econative	£19625	108	87	14	1.2 TSI 105 Sport	£15840	104	125	15	2.0 TDI 170 Outdoor Eleg. 4WD	£24840	168	149	22					
1.2 TSI 110 S	£15815	108	114	13	1.4 TSI 122 SE DSG	£17585	120	134	16										
1.2 TSI 110 SE	£16935	108	114	13	1.4 TSI 122 Eleg. DSG	£18335	120	134	16										
1.4 TSI 125 SE	£17535	123	120	16	1.4 TSI 122 GreenTech SE DSG	£17705	120	127	18										
1.4 TSI 150 FR	£19700	148	109	20	1.6 TDI 105 S	£16590	103	114	16										
1.8 TSI 180 FR	£20740	178	137	25	1.6 TDI 105 SE	£17540	103	114	15										
2.0 TSI 265 Cupra	£25960	261	154	32	1.6 TDI 105 Eleg.	£18290	103	114	15										
2.0 TSI 280 Cupra	£27210	276	154	33	1.6 TDI 105 GreenTech SE	£17790	103	106	15										
1.6 TDI CR 105 S	£17515	104	99	13	1.6 TDI 105 GreenTech Eleg.	£18540	103	106	15										
1.6 TDI CR 105 SE	£18635	104	99	13	RAPID SPACEBACK Sdr estate	Estate shape makes most sense of Rapid's skinny body ★★★★★													
2.0 TDI CR 150 SE	£19985	148	106	19	1.2 TSI 105 Eleg.	£16640	104	125	14										
2.0 TDI CR 150 FR	£21530	148	106	20	1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14										
2.0 TDI CR 184 FR	£22520	181	109	26	1.2 TSI 105 SE	£16430	104	118	15										
LEON Sdr hatch	Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				1.2 TSI 86 GreenTech S	£14750	84	114	12										
1.6 TDI 110 SE Econative	£19925	108	87	14	1.2 TSI 86 GreenTech SE	£15730	84	114	12										
1.2 TSI 110 S	£16115	108	114	13	1.2 TSI 86 S	£14500	84	119	11										
1.2 TSI 110 SE	£17235	108	114	13	1.2 TSI 86 SE	£15480	84	119	12										
1.4 TSI 125 SE	£17835	123	120	16	1.4 TSI 122 Eleg. DSG	£18445	120	134	18										
1.4 TSI 150 FR	£20040	148	109	20	1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18										
1.8 TSI 180 FR	£21040	178	137	25	1.4 TSI 122 G'Tech Eleg. DS	£18565	120	127	18										
2.0 TDI CR 184 FR	£22820	181	109	26	1.4 TSI 122 SE DSG	£17985	120	134	17										
2.0 TSI 280 Cupra	£27510	276	154	33	1.6 TDI 105 Eleg.	£18390	103	114	16										
1.6 TDI CR 105 S	£17815	104	99	13	1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16										
1.6 TDI CR 105 SE	£18935	104	99	13	1.6 TDI 105 GreenTech SE	£18180	103	106	16										
2.0 TDI CR 150 SE	£20285	148	106	19	1.6 TDI 105 S	£16950	103	114	15										
2.0 TDI CR 150 FR	£21830	148	106	20	1.6 TDI 105 SE	£17930	103	114	16										
LEON Sdr estate	Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				1.6 TDI 90 GreenLine	£17355	89	99	14										
1.2 TSI 105 S	£16675	104	114	12	1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14										
1.2 TSI 105 SE	£17795	104	114	13	1.6 TDI 90 GreenTech SE	£17530	89	106	14										
1.4 TSI 140 FR	£20390	138	122	18	1.6 TDI 90 S	£16300	89	114	13										
1.4 TSI 140 SE	£18845	138	122	17	1.6 TDI 90 SE	£17280	89	114	13										
1.6 TDI 110 SE Econative	£20920	108	87	14	1.6 TDI 90 Eleg.	£17740	89	114	14										
1.6 TDI CR 105 S	£18810	104	99	13	OCTAVIA Sdr hatch	Extended wheelbase makes the Octavia an even more practical choice ★★★★★													
1.6 TDI CR 105 SE	£19930	104	99	13	1.6 TDI 105 SE Business	£19775	104	99	14										
1.8 TSI 180 FR	£22035	178	137	25	1.2 TSI 105 SE	£16525	104	114	13										
2.0 TDI CR 150 FR	£22825	148	106	20	1.2 TSI 105 SE	£17875	104	114	13										
2.0 TDI CR 150 SE	£21280	148	106	19	1.4 TSI 140 SE	£19075	138	121	18										
2.0 TDI CR 184 FR	£23815	181	112	26	1.8 TSI 180 Laurin & Klement	£20775	138	121	19										
2.0 TDI 150 SE X-Perience	£24385	148	129	19	2.0 TSI 220 vRS	£26630	178	135	25										
2.0 TDI 150 SE Tech X-Perience	£26370	148	129	20	2.0 TSI 220 vRS	£23830	217	142	29										
2.0 TDI 184 SE Tech X-Perience	£28870	181	129	23	1.6 TDI 105 S	£18575	104	99	13										
ALTEA Sdr hatch	Short on interior flexibility and visibility. Well-judged but... ★★★★★				1.6 TDI 105 SE	£19925	104	99	13										
1.6 TDI 105 i-Tech Econative	£15445	103	119	14	1.6 TDI 105 Eleg.	£21625	104	99	14										
2.0 TDI 140 i-Tech	£16245	138	129	19	1.6 TDI 110 GreenLine	£20225	108	90	15										
XL 1.6 TDI 105 i-Tech Econativ	£16165	103	119	13	1.6 TDI 110 SE Business GreenLine	£20225	108	90	19										
2.0 TDI 140 i-Tech	£16965	138	129	19	2.0 TDI 150 SE	£20535	148	106	19										
ALHAMBRA Sdr mpv	Practical, refined and good value. Not exciting ★★★★★				2.0 TDI 150 SE Business	£20535	148	106	20										
2.0 TDI 140 Econative S	£25630	138	146	18	2.0 TDI 150 Eleg.	£22525	148	106	20										
2.0 TDI 140 Econative SE	£27510	138	146	18	2.0 TDI 150 Laurin & Klement	£26465	148	107	22										
2.0 TDI 140 Econative i-TECH	£28390	138	146	18	2.0 TDI 184 vRS	£24075	181	115	26										
2.0 TDI 140 Eco' SE Lux	£30900	138	146	18	OCTAVIA Sdr estate	Extended wheelbase makes the Octavia an even more practical choice ★★★★★													
2.0 TDI 177 SE	£28750	138	152	22	1.6 TDI 105 Eleg. 4x4	£22880	104	119	14										
2.0 TDI 177 SE Lux	£32420	138	158	22	1.6 TDI 105 SE 4x4	£23880	104	119	14										
SKODA					1.6 TDI 105 SE Business	£20250	104	99	13										
CITIGO Sdr hatch	The VW Up in entry-level Skoda format ★★★★★				1.6 TDI 110 GreenLine	£21485	108	90	15										
1.60 Sdr	£8275	59	105	1	2.0 TDI 110 SE Business G'line	£24270	148	124	20										
1.60 SE	£9135	59	105	1	2.0 TDI 150 Eleg. 4x4	£23185	148	120	19										
1.60 Monte Carlo	£10670	59	105	2	2.0 TDI 150 SE Business	£23185	148	120	19										
1.60 GreenTech SE	£9495	59	95	1	1.2 TSI 105 S	£17330	104	117	13										
1.60 GreenTech Eleg.	£10010	59	95	1	1.2 TSI 105 SE	£18630	104	117	13										
1.75 GreenTech Eleg.	£10400	74	98	2	1.4 TSI 140 SE	£19880	138	121	18										
CITIGO Sdr hatch	The VW Up in entry-level Skoda format ★★★★★				1.2 TSI 180 Laurin & Klement	£21580	138	121	19										
1.60 Sdr	£8625	59	105	1	2.0 TSI 220 vRS	£27830	178	136	25										
1.60 SE	£9485	59	105	1	1.6 TDI 105 S	£25030	217	142	29										
1.60 Monte Carlo	£11020	59	105	2	1.6 TDI 105 SE	£19380	104	99	13										
1.60 GreenTech SE	£9495	59	95	1	2.0 TDI 150 SE	£20730	104	99	13										
1.60 GreenTech Eleg.	£10360	59	95	1	1.6 TDI 105 Eleg.	£22430	104	99	14										
1.75 GreenTech Eleg.	£10750	74	98	2	2.0 TDI 150 SE	£21735	108	106	19										
FABIA Sdr hatch	Straight-laced for a supermini, but as likeable an all-rounder as you'll find ★★★★★				2.0 TDI 150 Scout 4x4	£25405	148	125	-										
1.60 Sdr	£10600	59	106	2	2.0 TDI 150 SE	£23330	148	120	-										
1.75 S	£11460	74	108	4	2.0 TDI 150 Scout 4x4	£27665	148	127	-										
1.75 SE	£12820	74	108	3	2.0 TDI 150 Laurin & Klement	£29115	148	122	21										
1.75 SE L	£13610	74	108	3	2.0 TDI 184 Scout 4x4	£28200	181	129	-										
1.2 TSI 90 SE L	£13450	89	107	8	2.0 TDI 184 vRS	£25275	181	117	-										
1.2 TSI 90 SE L	£14240	89	107	8	ROOMSTER Sdr mpv	Quirky looks, talented package, awkward image ★★★★★													
1.2 TSI 110 S DSG	£13740	108	109	13	1.2 S	£12105	69	143	5										
1.2 TSI 110 SE	£14100	108	110	12	1.2 SE	£13575	69	143	5										
1.4 TDI 90 S	£14890	108	110	12	1.2 TSI 85 S	£12750	84	134	9										
1.4 TDI 90 SE	£14090	89	93	12	1.2 TSI 85 SE	£14135	84	134	9										
1.4 TDI 90 SE L	£15450	89	103	12	1.2 TSI 85 SE	£14685	84	134	9										
1.4 TDI 90 SE L	£16240	89	93	11	1.2 TSI 85 SE	£14135	84	134	9										
1.4 TDI 105 SE L	£16840	104	95	12	1.2 TSI 85 SE	£14685	84	134	9										
FABIA Sdr estate					1.2 TSI 85 SE	£14135	84	134	9										
1.75																			

Make and Model	Price	Bhp	CO ₂ g/km	Performance group
2.0 D-40 Icon+	E25295	124	120	23
2.0 D-40 Excel	E26145	124	119	23
2.2 D-40 150 Icon	E24500	148	147	25
2.2 D-40 150 Icon+	E26300	148	147	25
2.2 D-40 150 Excel	E27150	148	149	26
2.2 D-40 150 Excel	E24450	148	170	25
2.2 D-CAT 150 Icon	E27405	148	170	25
2.2 D-CAT 150 Icon+	E28250	148	173	26
VERSO 5dr mpv Ride is firm and boot space limited with all seats in use	★★★★★			
1.6 V-matic Active 5st	E17770	130	157	13
1.6 V-matic Active 7st	E18300	130	157	13
1.6 V-matic Icon 7st	E20300	130	157	14
1.8 V-matic Icon M'Drive 7st	E21800	145	153	15
1.8 V-matic Excel M'Drive 7st	E24300	145	150	15
1.6 D-40 Active	E19990	122	119	13
1.6 D-40 Icon	E21995	122	119	14
LAND CRUISER VR 5dr 4x4 A dinosaur, but likeable. Pricey to buy and run	★★★★★			
4.5 D-40	E65725	286	250	48
LAND CRUISER 3dr 4x4 A real go-anywhere vehicle.	★★★★★			
4.5 D-40	E32765	185	214	31
LAND CRUISER 5dr 4x4 A real go-anywhere vehicle.	★★★★★			
4.5 D-40	E37015	187	213	31
3.0 D-40 190 LC4	E47465	187	213	34
3.0 D-40 190 LC5	E52915	187	213	38
GT86 2dr coupé A tail-orient tribute to all our favourite things. Splendid. Cheaper now, too	★★★★★			
2.0 Primo	E23000	197	180	33
2.0 GT86	E25000	197	180	33
2.0 Aero	E27500	197	192	33
2.0 Giallo	E27500	197	180	34
2.0 GT86 auto	E25995	197	164	33
VAUXHALL				
VIVA 5dr hatch Comfortable and spacious, although class leaders are sweeter to drive	★★★★★			
1.0 Ecoflex SE A-C	E8665	73	99	-
1.0 SE A-C	E8490	73	104	-
1.0 SE	E7995	73	104	-
1.0 Ecoflex SE	E8170	73	99	-
1.0 SL	E9495	73	104	-
ADAM 3dr hatch Certainly looks the part, but there are better superminis ahead of it	★★★★★			
1.0 S-5 Jam	E13630	113	114	3
1.0 S-5 Glam	E15000	113	114	3
1.0 S-5 Glam	E15500	113	114	3
1.0 S-5 Rocks Air	E16995	113	119	3
1.2 Jam	E11630	69	124	3
1.2 Jam S-5	E11925	69	118	3
1.2 Glam	E13000	69	124	3
1.2 Glam S-5	E13295	69	118	3
1.2 Glam	E13500	69	124	3
1.2 Glam S-5	E13795	69	118	3
1.4 8T Jam	E11955	86	129	6
1.4 8T Glam	E13325	86	129	6
1.4 8T Glam	E13825	86	129	6
1.4 100 Jam	E12480	99	129	9
1.4 100 Jam S-5	E12775	99	119	9
1.4 100 Glam	E13850	99	129	9
1.4 100 Glam S-5	E14145	99	119	9
1.4 100 Glam	E14350	99	129	9
1.4 100 Glam S-5	E14645	99	119	9
1.4T 150 Grand Slam	E16995	148	139	14
CORSA 3dr hatch Very refined, stylish and practical. Engines not so good	★★★★★			
1.0i 90 S-5 Design	E12910	89	102	9
1.0i 90 S-5 SRI	E13605	89	102	9
1.0i 90 S-5 SE	E14250	89	102	9
1.0i 115 S-5 Sting	E10825	113	-	12
1.0i 115 S-5 Sting R	E11175	113	-	12
1.0i 115 S-5 SRI VX-Line	E14640	113	-	12
1.2i 70 Life	E11080	69	126	2
1.2i 70 Sting	E9175	69	126	2
1.2i 70 Design	E11080	69	126	2
1.2i 70 SRI	E11775	69	126	2
1.2i 70 SRI VX-Line	E12810	69	126	2
1.2i 70 SE	E12420	69	126	2
1.4i 90 Life	E11425	89	121	6
1.4i 90 Sting	E9520	89	121	6
1.4i 90 Design	E11425	89	121	6
1.4i 90 Easytronic Design	E12080	89	119	6
1.4i 90 SRI	E12120	89	121	6
1.4i 90 SRI VX-Line	E13155	89	121	6
1.4i 90 SE	E12765	89	121	6
1.4i 100 Turbo SRI	E12775	99	119	10
1.4i 100 Turbo SRI VX-Line	E13810	99	119	10
1.4i 100 Turbo SE	E13420	99	119	10
1.3i 100 S-5 Life	E13330	74	99	6
1.3i 100 S-5 Design	E13330	74	99	6
1.3i 100 S-5 SRI	E14025	74	99	6
1.3i 100 S-5 SRI	E14670	74	99	6
1.3i 100 S-5 SRI	E14525	94	85	9
1.3i 100 S-5 SRI VX-Line	E15560	94	85	9
1.3i 100 S-5 S-SE	E15170	94	85	9
CORSA 5dr hatch Very refined, stylish and practical. Engines not so good	★★★★★			
1.0i 90 S-5 Design	E13510	89	102	9
1.0i 90 S-5 SRI	E14205	89	102	9
1.0i 90 S-5 SE	E14850	89	102	9
1.0i 115 S-5 Sting	E11425	113	-	12
1.0i 115 S-5 SRI VX-Line	E15240	113	-	12
1.2i 70 Life	E11680	69	126	2
1.2i 70 Sting	E9175	69	126	2
1.2i 70 Design	E12745	69	126	2
1.2i 70 SRI	E12375	69	126	2
1.2i 70 SRI VX-Line	E13410	69	126	2
1.2i 70 SE	E13020	69	126	2
1.4i 90 Life	E10125	89	121	6
1.4i 90 Sting	E10120	89	121	6
1.4i 90 Design	E12025	89	121	6
1.4i 90 Easytronic Design	E12680	89	119	6
1.4i 90 SRI	E12720	89	121	6
1.4i 90 SRI VX-Line	E13755	89	121	6
1.4i 90 SE	E13365	89	121	6
1.4i 100 Turbo SRI	E13375	99	119	10
1.4i 100 Turbo SRI VX-Line	E14410	99	119	10
1.4i 100 Turbo SE	E14020	99	119	10
1.3i 100 S-5 Life	E13930	74	99	6
1.3i 100 S-5 Design	E13930	74	99	6
1.3i 100 S-5 SRI	E14625	74	99	6
1.3i 100 S-5 SRI VX-Line	E15660	74	99	6
1.3i 100 S-5 S-SE	E15270	74	99	6
1.3i 100 S-5 SRI	E15125	94	85	9
1.3i 100 S-5 SRI VX-Line	E16160	94	85	9
1.3i 100 S-5 S-SE	E15770	94	85	9
ASTRA 5dr hatch Good handling, nice engines but over-gearred. Focus is better	★★★★★			
1.3i 100 S-5 ecoFLEX Design	E16835	94	104	9
1.4i VVT 100 Design	E15445	99	129	9
1.4i VVT 100 Excite	E17920	99	129	9
1.4i VVT 100 Tech Line	E16770	99	129	9
1.6i 100i ecoFLEX Design S-5	E17735	108	97	9
1.6i 100i ecoFLEX Elite S-5	E23175	108	97	9
1.6i 100i ecoFLEX SRI S-5	E21740	108	97	9
1.6i 100i e-FLEX Tec Ln S-5	E18910	108	97	9
1.6i 100i ecoFLEX Elite S-5	E23770	134	104	9
1.6i 100i ecoFLEX SRI S-5	E22335	134	104	9
1.6i 100i e-FLEX Design S-5	E18330	134	104	9
1.6i 100i e-FLEX Tec Ln S-5	E20365	134	104	9
1.6i 100i e-FLEX Tec LnGT S-5	E19770	108	97	9
1.6i 100i e-FLEX Tec LnGT S-5	E20365	134	104	9
1.6i VVT 115 Design	E16160	114	147	12
1.6i VVT 115 Excite	E18635	114	147	12
1.6i VVT 115 Tech Line GT	E17610	114	147	12
1.6i VVT Tech Line	E17485	114	147	12
2.0i 165 e-FLEX Tech LS S-5	E19995	158	119	20
2.0i 165 Tech Line GT S-5	E20855	158	119	21
1.4i VVT 100 SRI	E18865	99	129	9
1.4T SRI	E20220	138	138	17
1.6i VVT Elite	E21275	114	147	12
1.6i VVT SRI	E19580	114	147	12
2.0i 165 ecoFLEX Elite S-5	E24260	158	119	21
2.0i 165 ecoFLEX SRI S-5	E22825	158	119	21
2.0i 195 Biturbo S-5	E24205	192	134	21
ASTRA 5dr estate More composed than the hatch. A very decent small estate	★★★★★			
1.3i 100 S-5 ecoFLEX Design S-5	E18200	94	109	9
1.4i VVT 100 Design	E16480	99	137	9
1.4i VVT 100 Tech Line	E17805	99	137	9
1.6i 100i ecoFLEX Elite S-5	E24190	108	97	14
1.6i 100i e-FLEX Design S-5	E18755	108	97	14
1.6i 100i e-FLEX SRI S-5	E22755	108	97	14
1.6i 100i e-FLEX Tech Ln S-5	E19930	108	97	14
1.6i 100i ecoFLEX Elite S-5	E24785	134	104	14
1.6i 100i e-FLEX Design S-5	E19350	134	104	14
1.6i 100i e-FLEX SRI S-5	E23350	134	104	14
1.6i 100i e-FLEX Tech Ln S-5	E20525	134	104	14
1.6i VVT 115 Design	E17145	114	149	12
1.6i VVT 115 Elite	E22295	114	149	12
1.6i VVT Tech Line	E18505	114	149	12
2.0i 165i Elite S-5	E25275	162	124	20
2.0i 165 Tech Line S-5	E21015	162	124	20
1.6i VVT SRI	E20600	114	149	12
2.0i 165 SRI S-5	E23840	162	124	21
2.0i 195 Biturbo S-5	E25220	192	134	21
ASTRA GTC 3dr coupé Good looking three-door hatch with the dynamics to match	★★★★★			
1.4T 16v 140 Sport auto	E21570	118	159	16
1.4T 16v 140 SRI auto	E22795	118	159	16
1.6T 200 Sport S-5	E21595	202	168	25
1.6T 200 SRI S-5	E22820	202	168	25
2.0i 165 Sport auto	E23780	163	149	20
2.0i 165 SRI auto	E25005	163	149	20
1.4T 16v 120 Sport S-5	E19355	118	139	13
1.4T 16v 120 Sport S-5	E20245	118	139	16
1.4T 16v 120 SRI S-5	E21070	118	139	14
2.0T 280 VXR	E27620	276	189	35
2.0i 165 GTC Sp. 165	E22300	163	127	20
2.0i 165 GTC SRI 165	E23525	163	127	20
2.0i 195 Biturbo S-5	E24520	192	129	-
CASCADA 2dr open Comfortable and credible alternative to the usual ragtops	★★★★★			
1.6T 200 200 Elite	E29510	202	168	24
1.6T 200 SE S-5	E26615	202	168	24
1.4T 140 Elite S-5	E24500	138	148	20
1.4T 140 Elite S-5	E27875	138	148	21
1.4T 140 Elite S-5	E27600	168	168	24
1.6T SIDI 170 Elite Au	C30495	168	168	24
2.0i 165 SE S-5	E26480	163	138	23
2.0i 165 Elite S-5	E28580	163	138	23
2.0i 195 Biturbo Elite S-5	C30605	192	138	27
INSIGNIA 5dr hatch Nearly as good as a Mondeo. Inert steering	★★★★★			
1.4T 140 SRI Nav	E20394	138	123	15
1.6T 170 Elite Nav	E24229	168	139	20
1.8i VVT Design Nav	E17679	138	164	14
1.8i VVT SRI Nav	E19479	138	164	14
2.0i 165 Biturbo Nav	E19934	118	99	15
2.0i 165 Elite Nav	E24114	118	99	16
2.0i 165 SRI Nav	E21734	118	99	15
2.0i 195 Biturbo Nav	E21958	118	99	16
2.0i 165 SRI Nav	E18244	128	112	16
2.0i 165 SRI Nav	E19094	128	112	16
2.0i 165 SRI Nav	E21614	128	112	16
2.0i 165 SRI Nav	E20044	128	112	16
2.0i 165 SRI Nav	E20044	128	112	16
2.0i 165 SRI Nav	E20894	128	112	16
2.0i 165 SRI Nav	E21264	128	112	16
2.0i 165 SRI Nav	E21264	128	112	16
2.0i 165 SRI Nav	E20184	138	99	18
2.0i 165 SRI Nav	E24364	138	99	19
2.0i 165 SRI Nav	E21984	138	99	19
2.0i 165 SRI Nav	E23204	138	99	19
2.0i 165 SRI Nav	E22134	168	114	20
2.0i 195 Biturbo SRI Nav	E25804	192	125	24
2.0i 195 Biturbo SRI Nav	E27024	192	125	24
2.0T 250i Elite Nav	E24814	247	169	26
2.0T 250i SRI Nav	E23654	247	169	26
2.0T 250i SRI Nav	E30129	241	249	37
2.8i VXR Supersport	E17744	338	123	15
1.4T 140 Design Nav	E18594	138	123	15
1.4T 140 Design Nav	E21199	138	123	15
1.4T 140 SRI	E19544	138	123	15
1.4T 140 SRI	E19544	138	123	15
1.4T 140 Tech Line	E20394	138	123	15
1.6T 170 Elite	E23379	168	139	20
1.8i VVT Design	E16829	138	164	14
1.8i VVT SRI	E20284	138	164	15

Make and Model	Price	Bhp	CO ₂ g/km	Performance group
2.0 TDI 150 Sport	£22995	148	119	21
BEETLE 2dr open Huge improvement, but Golf underneath is superior	★★★★☆			
1.2 TSI 105	£19230	104	129	15
1.2 TSI 105 Design	£21625	104	129	16
1.4 TSI 150 Design	£23515	148	138	22
1.4 TSI 150 Sport	£25115	148	138	22
2.0 TDI 110	£21040	108	115	15
2.0 TDI 110 Design	£23415	108	115	16
2.0 TDI 150 Design	£24245	148	120	23
2.0 TDI 150 Sport	£25845	148	120	23
2.0 TSI 220 Sport	£26345	217	154	29
CC 4dr saloon Loses a name and adds some flair, but never compels	★★★★☆			
1.4 TSI 160 BMT	£25050	158	144	27
2.0 TDI 177 BMT GT	£29820	177	120	27
2.0 TSI 210 GT	£29285	208	169	29
2.0 TSI 210 R-Line	£29935	208	169	29
2.0 TDI 140 BMT	£26115	138	119	23
2.0 TDI 140 BMT GT	£27695	138	119	24
2.0 TDI 177 BMT R-Line	£30470	177	120	28
EOS 2dr cc Pleasant and predictable drive. Feeling odd now	★★★★☆			
1.4 TSI 160 Sport	£27610	158	157	24
2.0 TSI 210 Sport	£29610	208	165	30
2.0 TDI Blue Tech Sp.	£28185	138	125	23
2.0 TDI Blue Tech Exec.	£31325	138	125	23
SCIROCCO 3dr coupé A complete coupe.	★★★★☆			
Entertaining, practical and stylish	★★★★☆			
1.4 TSI 125	£20735	123	125	22
1.4 TSI 125 GT	£22585	123	125	23
2.0 TSI 180	£22790	178	142	31
2.0 TSI 220 GT	£26125	217	142	37
2.0 TSI 220 R-Line	£28195	217	139	37
2.0 TSI 280 R	£32580	276	187	42
2.0 TDI 150	£23455	148	109	27
2.0 TDI 150 GT	£25305	148	109	28
2.0 TDI 150 R-Line	£27375	148	109	28
2.0 TDI 184 GT	£26305	181	115	31
2.0 TDI 184 R-Line	£28375	181	115	31
PASSAT 4dr saloon Supremely well-executed family-sized prospect	★★★★☆			
1.6 TDI 120 S	£22320	118	105	15
1.6 TDI 120 SE	£23460	118	105	12
1.6 TDI 120 SE Business	£24115	118	105	12
1.6 TDI 120 GT	£25420	118	109	13
2.0 TDI 150 S	£23445	148	106	21
2.0 TDI 150 SE	£24585	148	106	19
2.0 TDI 150 SE Business	£25240	148	106	19
2.0 TDI 150 GT	£26545	148	109	19
2.0 TDI 150 R-Line	£27540	148	109	19
2.0 TDI SCR 190 GT	£27895	187	107	22
2.0 TDI SCR 190 R-Line	£28890	187	107	23
2.0 TDI 240 BITDI SCR GT	£34625	237	139	28
2.0 TDI 240 BITDI SCR R-Line	£35620	237	139	28
PASSAT 5dr estate Supremely well-executed family-sized prospect	★★★★☆			
1.6 TDI 120 GT	£26970	118	110	13
1.6 TDI 120 S	£23870	118	107	15
1.6 TDI 120 SE	£25010	118	107	12
1.6 TDI 120 SE Business	£25665	118	107	12
2.0 TDI 150 GT	£28095	148	110	19
2.0 TDI 150 R-Line	£29090	148	110	19
2.0 TDI 150 S	£24995	148	107	21
2.0 TDI 150 SE	£26135	148	107	19
2.0 TDI 150 SE Business	£26790	148	107	19
2.0 TDI 190 SCR GT	£29445	187	110	22
2.0 TDI 190 SCR R-Line	£30440	187	110	23
2.0 TDI 240 BITDI SCR GT	£36175	237	140	28
2.0 TDI 240 BITDI SCR R-Line	£37170	237	140	28
PHAETON 4dr saloon Big VW feels old now, and struggles to justify its price	★★★★☆			
3.0 V6 TDI 240 SWB	£55550	236	224	45
3.0 V6 TDI 240 LWB	£58110	236	224	45
TOURAN 5dr mpv Good chassis but little inspiration.	★★★★☆			
Bland appearance	★★★★☆			
2.0 TDI 177 Sport	£28500	177	150	24
1.2 TSI 105 S	£19940	104	149	12
1.4 TSI 140 SE	£23750	138	159	18
1.6 TDI 105 Blue Tech S	£21750	104	121	14
1.6 TDI 105 Blue Tech SE	£23855	104	121	14
2.0 TDI 140 Blue Tech SE	£25620	138	127	19
2.0 TDI 140 Blue Tech Sp.	£27080	138	127	19
SHARAN 5dr mpv Refined, flexible big MPV. Seat version is cheaper	★★★★☆			
2.0 TDI 177 SE	£30730	177	152	23
2.0 TDI 177 SEL	£33630	177	152	23
1.4 TSI 150 S	£25500	148	167	16
1.4 TSI 150 SE	£27810	148	167	16
2.0 TSI 200 SEL DSG	£33955	197	198	25
2.0 TDI 115 S	£26065	113	146	14
2.0 TDI 140 S	£26815	138	146	18
2.0 TDI 140 SE	£29125	138	146	18
2.0 TDI 140 SEL	£32025	138	146	18
2.0 TDI 140 Exec	£32275	138	146	18
TIGUAN 5dr 4x4 Dull but capable soft-roader. Pricey.	★★★★☆			
but good ride and handling	★★★★☆			
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21
1.4 TSI 160 S 4WD	£25645	158	178	21
2.0 TDI 140 BMT Match 2WD	£25150	138	138	18
2.0 TDI 140 BMT Match 4WD	£26920	138	150	19
2.0 TDI 177 BMT Match 4WD	£27925	175	151	23
2.0 TSI 180 Match 4WD	£26485	178	198	24
1.4 TSI 160 Blue Tech S	£21960	158	156	18
2.0 TSI 210 R-Line 4WD	£23650	158	178	18
2.0 TSI 210 R-Line 4WD	£29180	208	199	22
2.0 TDI 110 BMT S 2WD	£22605	109	138	14
2.0 TDI 140 BMT S 2WD	£23155	138	138	17
2.0 TDI 140 BMT S 4WD	£24925	138	150	17
2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18
2.0 TDI 140 BMT R-Line 4WD	£28750	138	150	18
2.0 TDI 177 BMT R-Line 4WD	£29755	175	151	23
TOUAREG 5dr 4x4 Good value, and a great blend of comfort and deftness	★★★★☆			
3.0 V6 TDI 204 SE	£43605	204	173	39
3.0 V6 TDI 204 R-Line	£46605	204	173	40
3.0 V6 TDI 262 SE	£45405	258	174	42
3.0 V6 TDI 262 R-Line	£48405	258	174	42
3.0 V6 TDI 262 Escape	£45605	258	180	42
CARAVELLE 5dr mpv Roughed workshop to carry people	★★★★☆			
2.0 TDI 140 SE SWB	£36006	138	189	25
2.0 TDI 140 SE 4MOT. SWB	£38484	138	206	26
2.0 TDI 140 SE LWB	£38190	138	189	23
2.0 TDI 140 Exec SWB	£38856	138	189	25
2.0 TDI 140 Exec 4MOT. SWB	£41304	138	206	26
2.0 BITDI 180 SE SWB	£38070	177	192	29
2.0 BITDI 180 SE 4MOT. SWB	£40926	177	208	31
2.0 BITDI 180 SE LWB	£40254	177	192	30
2.0 BITDI 180 Exec SWB	£40920	177	192	30
2.0 BITDI 180 Exec DSG	£42840	177	199	30
2.0 BITDI 180 Business SWB DSG	£68622	177	214	38
2.0 BITDI180 Bus. 4MOT. SWB DSG	£71553	177	232	39
2.0 BITDI 180 Ex. 4MOT. SWB	£43776	177	208	31
VOLVO				
V40 5dr hatch New hatchback adds Swedish flavour to stock Ford platform	★★★★☆			
1.6 T2 120 ES	£19195	118	124	19
1.6 T2 120 ES Nav	£19995	118	124	19
1.6 T2 120 SE	£20720	118	124	19
1.6 T2 120 SE Nav	£21520	118	124	19
1.6 T2 120 SE Lux Nav	£23520	118	124	20
1.6 T2 120 R-Design	£21495	118	124	19
1.6 T2 120 R-Design Lux	£22295	118	124	19
1.6 T2 120 R-Design Lux Nav	£23970	118	124	21
1.6 T3 150 ES	£20945	148	124	20
1.6 T3 150 ES Nav	£21945	148	124	21
1.6 T3 150 SE	£22670	148	124	21
1.6 T3 150 SE Nav	£23470	148	124	21
1.6 T3 150 SE Lux Nav	£25470	148	124	22
1.6 T3 150 R-Design	£23445	148	124	20
1.6 T3 150 R-Design Nav	£24245	148	124	21
1.6 T3 150 R-Design Lux Nav	£25920	148	124	22
1.6 T4 180 SE Lux Nav	£26970	177	129	26
1.6 T4 180 R-Design Lux Nav	£27420	177	129	26
1.6 T4 180 C-Country Lux Nav	£27970	177	129	24
2.5 T5 254 R-Design Lux Nav	£31700	251	189	35
2.5 T5 254 C-Ctry Lux Nav AWD	£34100	251	194	30
1.6 D2 115 ES	£21195	113	88	17
1.6 D2 115 ES Nav	£21995	113	88	17
1.6 D2 115 SE	£22720	113	88	17
1.6 D2 115 SE Nav	£23520	113	88	17
1.6 D2 115 SE Lux	£24520	113	88	18
1.6 D2 115 SE Lux Nav	£25520	113	88	18
1.6 D2 115 R-Design	£23295	113	88	17
1.6 D2 115 R-Design Nav	£24295	113	88	17
1.6 D2 115 R-Design Lux	£24970	113	88	18
1.6 D2 115 R-Design Lux Nav	£25970	113	88	18
1.6 D2 115 C-Country SE	£23520	113	99	16
1.6 D2 115 C-Country SE Nav	£24520	113	99	16
1.6 D2 115 C-Country Lux	£25520	113	99	17
1.6 D2 115 C-Country Lux Nav	£26520	113	99	17
2.0 D3 150 SE	£23770	148	114	22
2.0 D3 150 SE Nav	£24570	148	114	22
2.0 D3 150 SE Lux Nav	£26570	148	114	23
2.0 D3 150 R-Design	£24545	148	114	21
2.0 D3 150 R-Design Nav	£25345	148	114	22
2.0 D3 150 R-Design Lux Nav	£27020	148	114	23
2.0 D3 150 C-Country SE	£24870	148	117	21
2.0 D3 150 C-Country SE Nav	£25670	148	117	21
2.0 D4 190 SE	£27670	187	117	22
2.0 D4 190 SE Nav	£27770	187	117	22
2.0 D4 190 SE Lux Nav	£27770	187	117	22
2.0 D4 190 R-Design	£27545	187	117	22
2.0 D4 190 R-Design Nav	£26545	187	117	22
2.0 D4 190 R-Design Lux Nav	£28220	187	117	22
2.0 D4 190 C-Country SE Nav	£26870	187	112	24
2.0 D4 190 C-Country Lux Nav	£28770	187	112	24
S60 4dr saloon T6 is rapid, all-weather sports car, if a niche choice	★★★★☆			
1.6 D2 R-Design Lux Nav S-S	£31745	113	103	20
1.6 D2 R-Design Lux S-S	£30745	113	103	20
1.6 D2 R-Design Nav S-S	£29245	113	103	19
1.6 D2 R-Design S-S	£28245	113	103	18
1.6 D2 SE Lux Nav S-S	£30045	113	103	19
1.6 D2 SE Lux S-S	£29045	113	103	19
1.6 D2 SE Nav S-S	£27745	113	103	18
1.6 D2 SE S-S	£26745	113	103	18
1.6 T3 R-Design Nav S-S	£28305	148	135	23
1.6 T3 SE Nav S-S	£26805	148	135	23
2.0 D3 R-Design Lux Nav S-S	£32595	134	114	25
2.0 D3 R-Design Lux S-S	£31795	134	114	25
2.0 D3 R-Design Nav S-S	£30095	134	114	24
2.0 D3 SE Lux Nav S-S	£30895	134	114	24
2.0 D3 SE Nav S-S	£28595	134	114	23
2.0 D4 R-Design Lux Nav S-S	£33845	178	199	29
2.0 D4 R-Design Lux S-S	£32645	178	199	29
2.0 D4 R-Design Nav S-S	£31345	178	199	28
2.0 D4 R-Design S-S	£30145	178	199	28
2.0 D4 SE Lux Nav S-S	£32145	178	199	29
2.0 D4 SE Lux S-S	£30945	178	199	29
2.0 D4 SE Nav S-S	£29845	178	199	28
2.0 D4 SE S-S	£28645	178	199	27
2.4 D5 R-Design Lux Nav S-S	£35395	212	119	31
2.4 D5 R-Design Nav S-S	£32895	212	119	30
2.4 D5 SE Lux Nav S-S	£33695	212	119	30
1.6 T3 Business Edition S-S	£21005	148	135	21
1.6 T3 SE S-S	£26005	148	135	22
1.6 D2 Business Edition S-S	£21745	113	103	17
2.0 D3 Business Edition S-S	£22395	134	114	22
2.0 D3 SE S-S	£27795	134	114	22
2.0 D3 SE Lux S-S	£30095	134	114	24
2.0 D3 R-Design S-S	£29295	134	114	23
2.0 D4 Business Edition S-S	£24045	178	199	26
V60 5dr estate Appealing cabin, nice looks and smooth drive. Too small	★★★★☆			
1.6 D2 R-Design Lux Nav S-S	£33045	113	108	20
1.6 D2 R-Design Lux S-S	£32045	113	108	19
1.6 D2 R-Design Nav S-S	£30445	113	108	18
1.6 D2 R-Design S-S	£29445	113	108	18
1.6 D2 SE Lux Nav S-S	£31345	113	108	19
1.6 D2 SE Lux S-S	£30345	113</		

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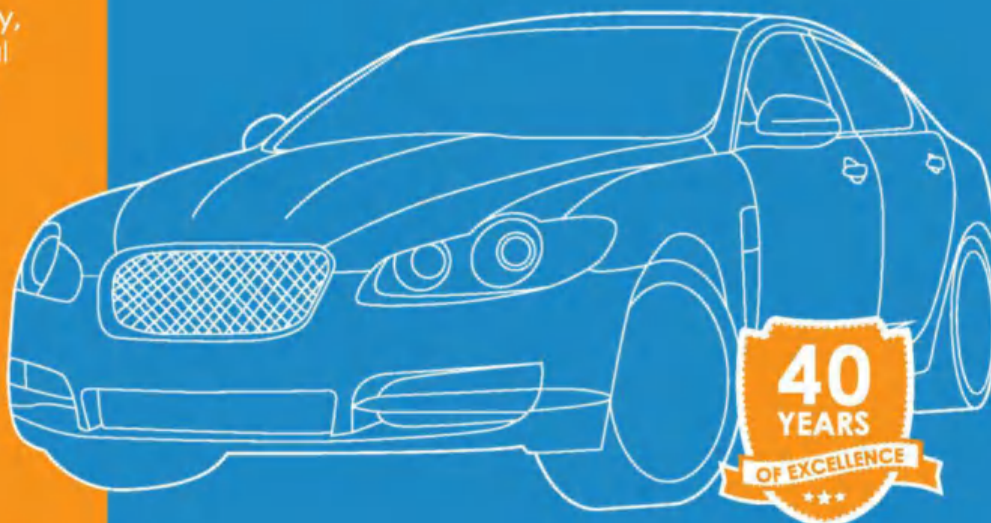
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ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/turning	Weight (kg)	TEST DATE
EVORA 2dr coupé	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora 2+2	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGE S 2dr coupé	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13
Exige S												

MASERATI												
GRANTURISMO 2dr coupé	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
4.2 GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
Ghibli 4dr saloon	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Diesel												

MAZDA												
2.5dr hatch	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
1.5 Sky-V-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3.5dr hatch	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5.5dr MPV	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
1.6D Sport	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
6.4dr saloon/5dr estate	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
2.2 Sport Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
MX-5 2dr open	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CK-3 5dr hatch	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15
CK-5 5dr hatch	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12

MCLAREN												
650S 2dr coupé/roadster	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
P1 2dr coupé	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

MERCEDES-AMG												
C63 4dr saloon	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
GT 2dr coupé	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15

MERCEDES-BENZ												
A-CLASS 5dr hatch	★★★☆☆											
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV	★★★☆☆											
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.12.12
C-CLASS 4dr	★★★★☆											
C63 AMG Black 186	40	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775		5.9.12
NEW C-CLASS 4dr	★★★★☆											
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé/5dr estate	★★★★☆											
200 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
200 CDI ST Brk 134	10.1	29.7	9.6	11.9	3.4	134	221	33.5	53/59	1555		18.11.15
SLK 2dr cc	★★★★☆											
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible	★★★★☆											
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
CLS 4dr coupé/5dr estate	★★★★☆											
350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
S-CLASS 4dr saloon/2dr coupé	★★★★☆											
S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4	★★★★☆											
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4	★★★★☆											
ML 250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4	★★★★☆											
GL 350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
SL 2dr convertible	★★★★☆											
SL 500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL 63 AMG	155	4.6	10.4	3.8	6.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL 65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09

MG												
3.5dr hatch	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
6.5dr hatch	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

MINI												
MINI 3dr hatch	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
Cooper S	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
CLUBMAN 5dr estate	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
Cooper D	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
COUNTRYMAN 5dr hatch	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUPE 2dr coupé	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

MITSUBISHI												
ASX 5dr hatch	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
OUTLANDER 5dr 4x4	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PHEV GX4s	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

MORGAN												
PLUS 8 2dr convertible	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
4.8 V8	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
3 WHEELER 2dr convertible	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12



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X80 TTX	EIO TTP	HI8 EAL	L8 UBB	NI6 ULE	ROV 3I2S	TD 2	W4I2 DEN
BUI2 GEY	EI7 OTT	HI65 ONN	L49 HAM	XNI2 OLE	SPP 785	H7 ARA	W475 ONN
BUI2 NEL	EII RTN	HI56 OCK	L8I BBY	N40 MER	S4 ERE	H7 OOR	W475 ONT
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C4II GAS	X3 WAN	XH04 REX	XL06 UEX	OBO7 HER	S9 UBS	TII EOG	2 OEX
CAII ELC	ELO 6EEZ	XH06 GXX	XI3 NNY	P 53LBY	S44 RAT	X70 NYN	X2 OEC

67 AB	BBR 1	7 CSJ	639 F	HPP 1K	J10 KES	M 60	5 MRH	PBK 111	6 RH	SHA 10Y	TSL 39S
B16 ABC	BCM 602	CSJ 499	FAT 3L	249 HRY	1 KFT	MAK 50N	59 MS	555 PD	1 RH X	SHA 11S	378 TTW
555 AC	BEA 1S	98 CT	1 FBS	HU 507S	6 KG	S16 MAL	MSM 417	218 PDH	888 RJ	18 SJD	185 TU
G5 ADE	BEE 1X	4444 CT	4 FCJ	HUX 663	KLD 472	MAP 405	6 MST	A11 PEP	RJB 1	999 SK	TUN 3L
777 AE	B1 EST	1 CTS	27 FK	1 HY	60S KM	MAS 168	2 MUG	18 PET	9 RJT	K1 SKH	4 TVR
888 AF	C1 BER	CWA 676	FLJ 505	JAA 541	5324 KM	MAW 323	MWL 452	PEX 1R	983 RK	SKH 69B	TVX 80S
71 AG	25 BF	R1 CWN	48 FP	M99 JAB	K00 8S	MAX 4D	MXS 1	9 PG	RM 1	86 SN	1 TY
AH 4394	444 BG	DAM 3	FS 59	41 JAK	KRA 762	MAX 4N	B16 MYC	PGP 17	RMR 966	SNH 946	J1 TYM
AJB 21	8 BJS	8 DAT	A14 FWD	JAM 337	2000 KS	M1 AXY	30 NAT	5554 PH	39 RN	S55 SNO	X8 UFO
AJS 6	86 BL	140 DBP	1 GBX	71 JAN	923 KUB	M11 AXY	7 NCG	1599 PJ	S11 ROS	A11 SOC	ULY 1
444 AL	52 BN	DCB 1	GC 4486	10 JAT	LAM 15A	B10 MAY	NH 638	17 PJC	ROS 33N	N15 SON	UPP 308
ALD 350N	415 BOB	432 DCH	8 GCS	8 JB	LBL 41R	3 MB	NIL 2550	12 PJG	K11 ROY	S16 SON	A18 URR
9 ALJ	714 BOD	B8 DCM	999 GD	6 JBL	A1 LCO	43 MB	S16 NJA	PJS 97	RPD 251	B8 SPY	55 UXR
A11 ALO	4444 BW	DCY 9	8 GDP	JDP 472	19 LD	8414 MC	NJW 850	8104 PK	66 RR	908 SRB	VAN 3T
ALX 1A	999 CA	DEL 503	R400 GEF	JEM 9N	LEA 1S	88 MCD	NLJ 996	PL 507S	RRD 287	2222 SS	VCB 1L
7777 AM	368 CAD	75 DG	R99 GEG	B10 JET	LEE 449	5047 ME	NOB 2X	PM 1678	RRT 823	8888 ST	VG 361
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26 AMS	7777 CC	14 DJC	444 GH	JJD 791	LFT 7	777 MEL	NUX 5	545 PPP	RT 3297	A1 SUH	10 VXX
888 AN	CD 7	20 DJG	G113 SON	5 JLK	L1 DLE	98 MF	NV 68	PRM 131	RUB 888Y	SUN 1S	A1 WAF
ANG 5	CEP 444	DLO 35	89 GJ	JM 3279	L1 VES	9399 MG	54 NW	53 PS	6 RWM	99 SW	WAT 71N
ANN 444X	888 CF	555 DM	GLJ 612	26 JMS	1 EVV	6228 MH	ODN 550	PSK 6	RYE 370	999 SXP	WCG 3
ANT 182A	2 CG6	P1 DNB	GM 4967	JON 77S	LJO 52	MJB 91H	A19 OFF	PSL 685	RYL 4N	A11 TAJ	A7 WEL
333 AP	F20 CHA	DOV 982	42 GN	JOS 1A	8 LJS	16 MJC	J1 OKE	2099 PT	RZ 8510	TAM 919	580 WMT
2396 AP	CK 20	4444 DS	R999 GON	8888 JP	LKW 810	S900 MJC	9 OL	PTH 538	SA 9849	POS1 TAN	88 WNX
24 APS	CM 732	775 DT	GP 7156	JPC 2N	A8 LOK	111 MJF	M10 ONS	PYD 861	10 SAD	TAS 16	938 WPB
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444 B	9999 CP	B11 EAL	B10 GYM	JT 8	7 LPS	M1 MMV	6 OX	94 RD	SEK 8	70 YS	1 Y0
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BAS 797	CRM 994	29 EL	6280 HK	JW 8	K7 LUC	V88 MOG	1111 P	K1 REP	32 SF	TP 5577	
1010 BB	49 CS	ELJ 487	46 HL	JW 5491	LW 797	MOP 50N	PAS 199	3145 RF	SFE 111	B16 TRY	
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MATT BURT

Rear View Mirror: tales from our archive

GM's Mini for the 1980s

3 December 1983



The Vauxhall Adam was codenamed Junior during its development, harking back to a concept that was unveiled at the 1983 Frankfurt show. The original car was the work of GM's European design studio in Germany, headed by Wayne Cherry. They were given a brief to build a "realistic study of a future-orientated mini".

Starting with the mechanical package of a Vauxhall Nova 1.2, they made a smooth, aerodynamic bodyshell that was eight inches shorter overall than a Nova and had a drag coefficient of 0.31.

The Junior was a three-door with accommodation for four and the usual seat-folding capability of a hatchback. The tailgate was double hinged so it 'jack-knifed' when opened, thereby needing 12in less space than a conventional tailgate. The concept featured a fixed plastic roof, but the idea was that it could be a removable glass panel or a fold-back canvas top.

The interior of GM's design study – "designed for the young and the outdoor life", according to Autocar's description at the time – contained a wealth of clever ideas that were intended to filter into production cars of all shapes and sizes.

The modular dashboard was essentially a row of cubes sitting atop the fascia rail – some essential like the

The concept featured a fixed plastic roof, but the idea was that it could be a removable glass panel or a fold-back plastic top

speedometer and fuel gauge, others optional. All were easily moved to other locations, as they were attached via integral plugs to a 'ring main' of wiring along the mounting rail.

The design made it easier for left or right-hand-drive versions to be made and would enable an owner to select and instal extra instruments with ease.

The seats had tubular frames with moulded plastic back supports that could be adjusted up and down by ski boot-like buckles. They were covered with padded nylon one-piece cushions, like duvets, which could be unbuckled, removed and opened out to be used as sleeping bags or ground sheets.

The rear seat featured similar cushions, but the seatback was a nylon net on a tubular frame which, when

swung forward to increase the load space, formed a full-depth luggage barrier or dog guard.

GM's designers had a lot of fun creating specially formed luggage to fit into the Junior. "There is room in the bottom of the wide doors for big net pockets that can contain either soft bags or 'modular' hard-shell cases," explained Autocar at the time.

"The latter have been made into beauty cases, camera holdalls, tool kits and so on, and the same size box shell can be used in the fascia itself and on runners under the front seats. They seem to have thought of everything."

The tailgate had a warning triangle on the roller blind in its trailing edge, while the seatbelt pivot points on the door pillars could be moved up and down to provide the optimum belt run for drivers and passengers of all sizes.

While the Junior was purely for show, some elements of the interior packaging were intended for production cars.

"It is not for sale, but more than one visitor to the show was prepared to buy it at any price," wrote Autocar. "We can be sure that the Junior will never go into production in its present form, but we are equally confident that ideas and themes from it will find their way into cars of the future."

Got an opinion? Email us at autocar@haymarket.com

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